

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4589

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THURSDAY, JULY 7, 1904.

四月禮

號七月七英港香

30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 9,310,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO. KOBE.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENSIN. NEWCHANG.
PEKING.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARIS BANK, LD.
THE UNION OF LONDON AND
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,
Manager.

Hongkong, 11th March, 1904. [21]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND—
Sterling Reserve \$10,000,000
Silver Reserve \$6,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.
H. E. TOMKINS, Esq., Deputy Chairman.
E. Goetz, Esq.
Hon. W. J. Gresson.
A. Haupt, Esq.
H. Schubart, Esq.
E. Shellim, Esq.

CHIEF MANAGER: J. R. M. SMITH.

MANAGER: Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent. per Annum.

For 6 months, 3½ per cent. per Annum.

For 12 months, 4½ per cent. per Annum.

J. R. M. SMITH, Chief Manager.

Hongkong, 18th May, 1904. [22]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option.

balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH, Chief Manager.

Hongkong, 1st May, 1904. [23]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital 1,000,000

PAID-UP CAPITAL 324,374

HEAD OFFICE—HONGKONG.

Board of Directors:—

Chan Kit Shan, Esq. J. J. Focke, Esq.

Creasy Ewens, Esq. G. C. Moxon, Esq.

Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 4th February, 1904. [18]

THE DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Calcutta, Hankow, Tientsin, Tsingtau (Kiautschow).

LONDON BANKERS: Messrs. N. M. ROTHSCHILD & SONS.

UNION OF LONDON AND SMITHS BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENTS.

DIRECTOR DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be

learned on application. Every description of

Banking and Exchange business transacted.

H. FIGGE, Manager.

Hongkong, 12th April, 1904. [25]

INTERNATIONAL BANKING CORPORATION.

CAPITAL, SURPLUS AND UNDIVIDED PROFITS
GOLD \$7,992,173.37—about £1,640,000.

CAPITAL AND SURPLUS AUTHORIZED
GOLD \$10,000,000—£2,055,000.

HEAD OFFICE: 1, WALL STREET, NEW YORK.

LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

BRANCHES AT: SAN FRANCISCO, WASHINGTON,

MEXICO, MANILA, SHANGHAI, SINGAPORE,

YOKOHAMA, BOMBAY, CALCUTTA.

AND AGENTS ALL OVER THE WORLD.

LONDON AND CONTINENTAL BANKERS:

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,

UNION OF LONDON AND SMITHS BANK, LTD.

CREDIT LYONNAIS, DRESDENER BANK,

COMPTON NATIONAL D'ESCOMPTE DE PARIS, &c.

THE Corporation transacts every Description

of Banking and Exchange Business, receives

Money in Current Account and issues

Fixed Deposit Receipts either in Gold or

Silver at Rates which may be ascertained on

Application.

HONGKONG BRANCH: 20, DES VOUX ROAD CENTAL.

CHARLES R. SCOTT, Manager.

Hongkong, 14th December, 1903. [19]

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.

SUBSCRIBED CAPITAL 5,000,000

PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies: CANTON, PENANG, CHEFOO, SINGAPORE, HANKOW, TIENSIN, PEKING.

THE Bank purchases and receives for collection

Bills of Exchange drawn on the above

Jaces, and Sells Drafts and Telegraphic Trans-

fers Payable at its Branches and Agencies.

HONGKONG BRANCH: Advances made on approved securities.

Bills discounted.

INTEREST ALLOWED ON DEPOSITS.

1/2 per Annum Fixed Deposits for 3 months.

3/4 " " " 6 " " 12 "

5/8 " " " 12 " " 12 "

H. C. MARSHALL, Acting Manager.

Hongkong, 17th May, 1903. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000

RESERVE LIABILITY OF SHAREHOLDERS £800,000

RESERVE FUND £800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" " " 6 " " 3½ "

" " " 3 " " 3½ "

T. P. COCHRANE, Manager.

Hongkong, 19th May, 1904. [24]

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their

Trans-Pacific Service and until further notice,

to BOOK CARGO AND ISSUE BILLS OF LADING

to SEATTLE, WASH., VICTORIA, B.C., and

PACIFIC COAST PORTS, also to OVER-

LAND POINTS IN THE UNITED STATES

and CANADA in connection with the GREAT

NORTHERN RAILWAY FROM SEATTLE, as

hitherto, by the Steamers of the

NORTHERN PACIFIC S. S. Co., BOSTON

STEAMSHIP AND TOWBOAT Cos., OCEAN

S. S. Co. and CHINA MUTUAL S. N. Co.

For further Particulars, apply at the

Company's Local Branch Office in PRINCE'S

BUILDINGS, First Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 20th May, 1904. [643]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON REMARKS.

LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

CANDIA July 8th. } Freight only.

H. E. Kicat, R.N.R. } 10 AM.

SINGAPORE, COLOMBO and BOMBAY.

NANKIN About 9th. } Freight only.

H. W. Keppel, R.N.R. } July.

(Calling at Penang if sufficient inducement offers).

YOKOHAMA VIA SHANGHAI, MOJI and KOBE.

BORNEO About 11th. } Freight and Passage.

G. W. Gordon, R.N.R. } July.

(Passing through the Inland Sea).

SHANGHAI SIMLA About 14th. } Freight and Passage.

F. R. Summers July.

LONDON, &c. CHUSAN July 16th. } See Special Advertisement.

W. B. Palmer, R.N.R. } Noon.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 7th July, 1904. [4]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO.

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.

ROON WEDNESDAY, 20th July.

PRINZ REGENT LUITPOLD WEDNESDAY, 3rd August.

PREUSSEN WEDNESDAY, 17th August.

PRINZ HEINRICH WEDNESDAY, 31st August.

GNEISENAU WEDNESDAY, 14th September.

BAVERN WEDNESDAY, 28th September.

SACHSEN WEDNESDAY, 12th October.

ZIETEN WEDNESDAY, 26th October.

PRINZESS ALICE WEDNESDAY, 9th November.

PRINZ REGENT LUITPOLD WEDNESDAY, 23rd November.

PREUSSEN WEDNESDAY, 7th December.

ON WEDNESDAY, the 20th day of July, 1904, at Noon, the Steamship "ROON" of the NORDDEUTSCHER LLOYD, Captain G. Meiners, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Callers at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 18th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 19th July, and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 19th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS.

Hongkong, 6th July, 1904. [3]

Intimations.

LANE, CRAWFORD & CO.,

SOLE AGENTS.

DELICIOUS

WITH

FRUITS,

SWEETS,

TEA,

COFFEE, &c.



PRESERVED

IN ALL

ITS

NATURAL

RICHNESS.

—PRICES—

Quarter tins 30 c., Half tins 40 c., One tins 60 c.

Hongkong, 10th May, 1904. [13]



POMLO BITTERS.

A PERFECT REMEDY FOR DYSPEPSIA.

Prepared from an extract of Chinese Pomelo Fruit, thoroughly peptonized and pancreated, will produce wonderful results as an appetizer and digestant.

CALBECK, MACGREGOR & CO., WINE AND SPIRIT MERCHANTS.

15, QUEEN'S ROAD, Hongkong, 2nd July, 1904. [4]

Intimations.

All over the world

the wonderful stimulating and sustaining properties of Bovril are known and valued. Some of the greatest scientists of the age have publicly recommended the use of Bovril. In Great Britain alone Bovril is regularly used in over 1,100 Hospitals and similar institutions. Bovril is without a peer.



JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—24, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Soerabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidauro, Kure, Shimonoeki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuohimatsu, Sasebo, Milke, Hakodate, Taipei, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armies and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinofuna, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onomura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yunokibara and other Coals.

S. MINAMI, Manager, Hongkong. [78]

JOHN DEWAR SONS & Co., PERTH WHISKY,

Extra Special \$16.00 per case 12/1

White Label \$24.00 " " 12/1

KRUSE & Co., SOLE AGENTS.

CONNAUGHT HOUSE, Hongkong, 1st July, 1904. [778]

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

Hongkong, 4th December, 1903. [16]

MACAO AND CANTON HOTELS.

A LITTLE CHANGE.

The round trip from HONGKONG to MACAO, thence to CANTON and back to HONGKONG, will be found interesting and enjoyable.

WM. FARMER, Proprietor.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well furnished and Airy Bedrooms. Monthly Boarders accommodated on very moderate terms.

For Particulars apply to

THE MANAGER.

HOTEL CRAIGIEBURN.

PLUNKET'S GATE, the PEAK, near the TRAM TERMINUS, Tel. 50.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900. [12]

TRADE

MARK.

TELEPHONE No. 135.

ASK FOR

CLUB WHISKY

AND SEE YOU GET IT.

ITS PURITY IS GUARANTEED BY THE DISTILLERS CO., LIMITED, EDINBURGH.

THE LARGEST DISTILLERS IN THE WORLD.

Sole Agents,

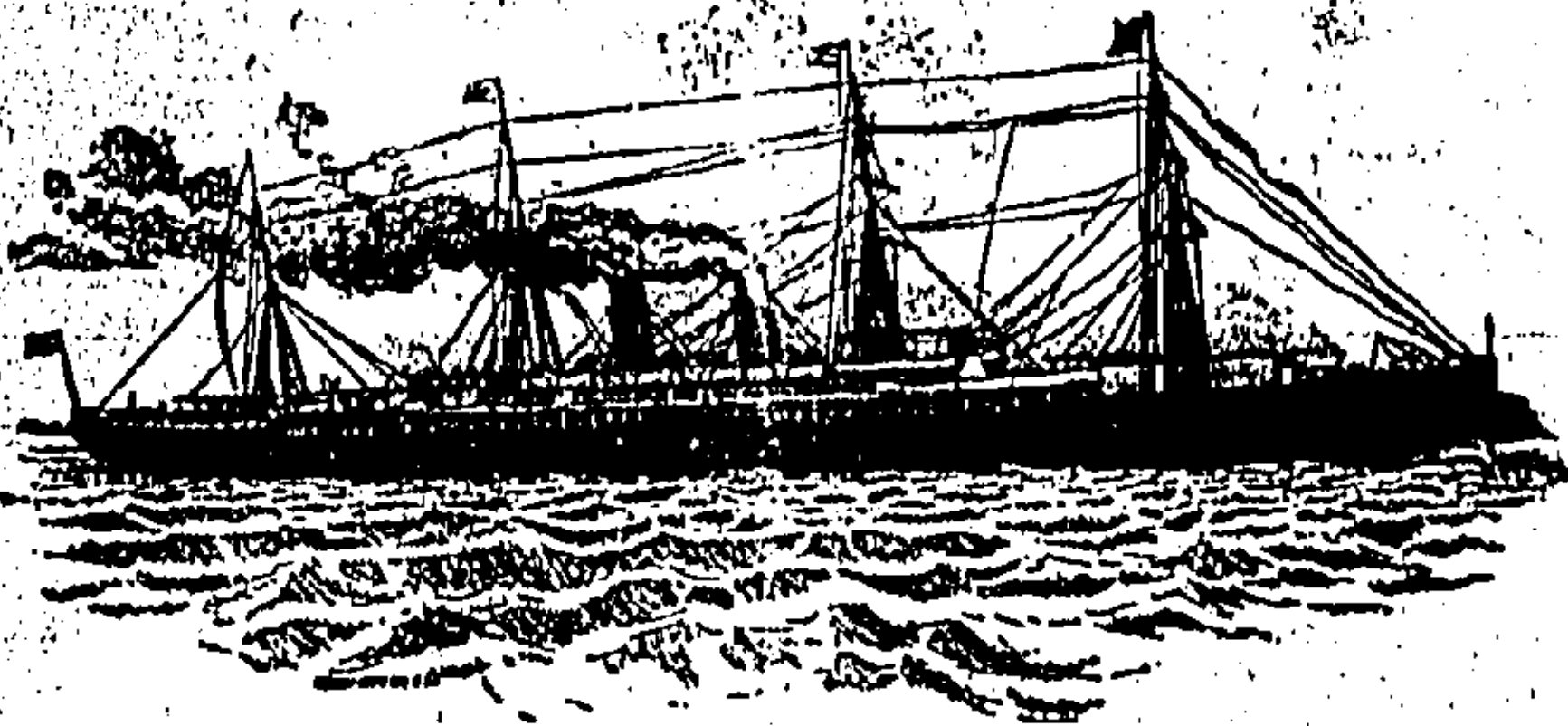
H. PRICE & CO.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 15th April, 1

Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"DORIC".....	4,784 Gross Tons...	SATURDAY, 9th July, at Noon.
"SIBERIA".....	11,284 " "	THURSDAY, 21st July, at Noon.
"COPTIC".....	4,352 " "	TUESDAY, 2nd August, at Noon.
"KOREA".....	11,276 " "	SATURDAY, 13th August, at Noon.
"GALIC".....	4,205 " "	TUESDAY, 23rd August, at Noon.
"MONGOLIA".....	13,639 " "	SATURDAY, 3rd September, at Noon.
"CHINA".....	5,060 " "	THURSDAY, 15th September, at Noon.
"AMERICA MARU".....	6,300 " "	" "

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE O. & O. Steamship "DORIC" will be despatched for SAN FRANCISCO, via AMUO, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 9th July, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

FEATURES OF THIS LINE.

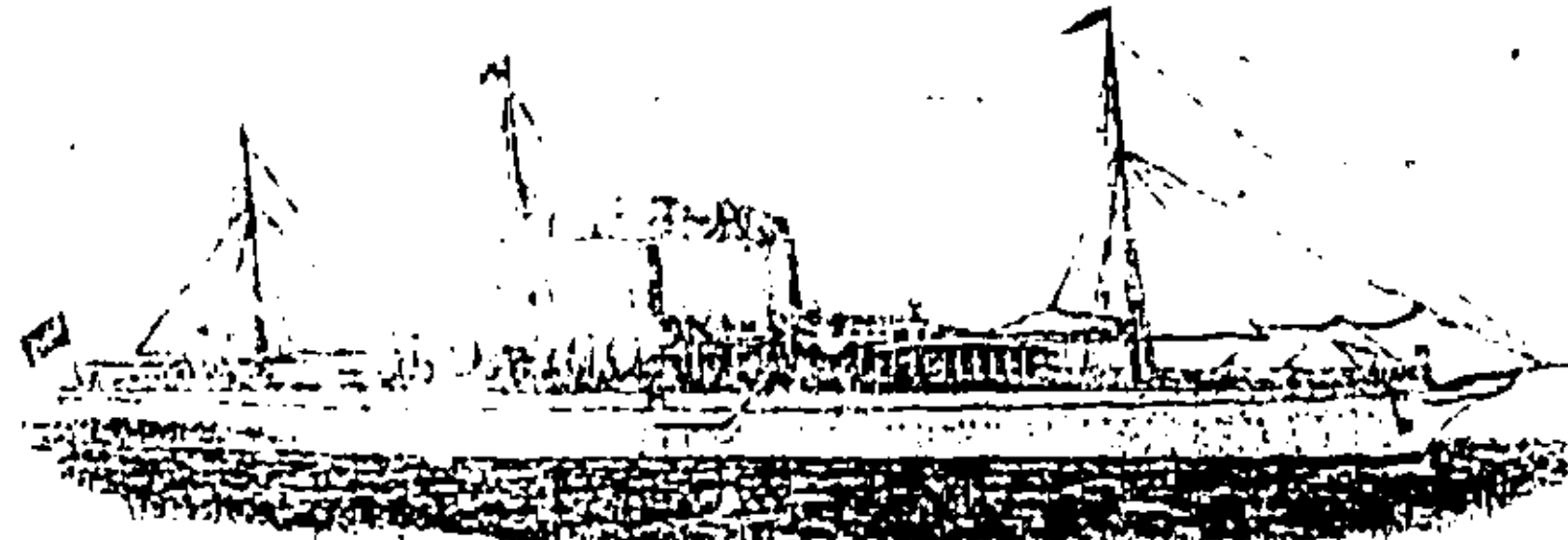
The largest and steadiest and fastest passenger ships on the Pacific. Southern Route; passengers enjoy out-doors throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.

Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 1st July, 1904.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
SAFETY. SPEED. PUNCTUALITY.

"EMPRESS" Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 Knots.
PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN".....	6,000 Tons.....	WEDNESDAY, 13th July.
" " "ATHENIAN".....	2,440 " "	WEDNESDAY, 20th July.
" " "EMPRESS OF CHINA".....	6,000 " "	WEDNESDAY, 3rd August.
" " "TARTAR".....	4,425 " "	WEDNESDAY, 10th August.
" " "EMPRESS OF INDIA".....	6,000 " "	WEDNESDAY, 24th August.

Hongkong to London, 1st Class.....*via* St. Lawrence £60. *via* New York £62.
Hongkong to London, Intermediate on
Steamers, and 1st Class Rail £40. " £42.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

Hongkong, 22nd June, 1904

D. W. CRADDOCK, Acting General Agent,
9, Pedder's Street.

HAMBURG-AMERIKA LINIE.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STREAMERS.	DESTINATIONS.	SAILING DATES.
C. FERD. LAEISZ von Hoff.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	26th July. } Freight.
BADENIA Roerden.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	10th August. } Freight.
SPEZIA (ex BAMBERG) Mittlaff.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	25th August. } Freight.
ANDALUSIA Schmidt.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	5th Sept. } Freight.
SCANDIA (ex KONIGSBERG) Mayer.....	HAVRE and HAMBURG. (Calling at S'PORE, PENANG & COLOMBO).	20th Sept. } Freight and Passengers.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 6th July, 1904.

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central.
Hongkong, 5th January, 1904.

THE AMERICAN SYSTEM
OF
DENTISTRY.

M. H. CHAUN, D. D. S.,
57, DES VŒUX ROAD CENTRAL, HONGKONG
From the University of Pennsylvania, U.S.A.
Hongkong, 4th June, 1904.

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,".....	2,351 tons.....	Captain R. D. Thomas.
" " "POWAN,".....	2,338 " "	" " G. F. Morrison, R.N.R.
" " "FATSHAN,".....	2,260 " "	" " W. A. Valentine.
" " "HANKOW,".....	2,373 " "	" " B. Branch.
" " "KINSHAN,".....	2,265 " "	" " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 5.30 P.M. and 9 P.M. (Saturday excepted).
Departures from CANTON to HONGKONG daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,".....	1,998 tons.....	Captain H. D. Jones.
------------------------	-----------------	----------------------

Departures from Hongkong to Macao on week days at about 2 P.M.
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.
Departures on Sundays at NOON.
Departures from Macao to Hongkong daily at 7.30 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,".....	2,100 tons.....	Captain T. Hamlin.
-----------------------	-----------------	--------------------

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,".....	588 tons.....	Captain J. Willox.
" " "NANNING,".....	569 " "	" " C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at about 8 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 13th June, 1904

113

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL
ATTENTION.

FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

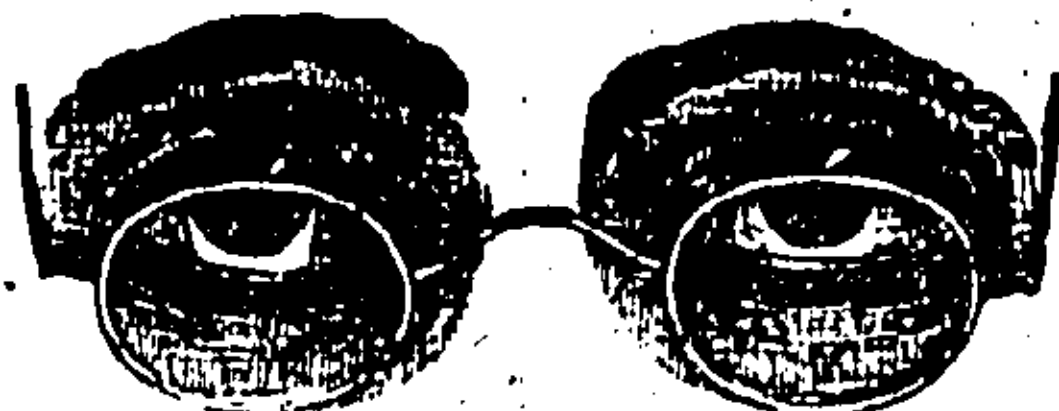
FURNISHED.

WORK GUARANTEED TO BE

THE BEST IN THE COLONY.

LADIES' SPECIAL TOILET ROOM.

40] PATRONAGE RESPECTFULLY SOLICITED.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,
16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper
Glasses to Correct and Cure.
Prescription lenses ground on the premises. All work guaranteed.
Sun Glasses are useful and give the effect of coolness.
Prices from \$2.00.

Hongkong, 1st June, 1904

A. S. TUXFORD, Manager.

TUBORG BEER.

A FIRST CLASS PILSENER BEER
A guaranteed free from Salicylic Acid,
and any other Chemicals.
Price \$10.50 per case of 48 bottles (quarts)
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.
Hongkong, 10th January, 1903. 1785

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
CHARTS, NAVAL CONTRACTORS
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AGENTS,

16, DES VŒUX ROAD CENTRAL,
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FERGUSON'S SPECIAL CREAM
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P. & O. SPECIAL LIQUOR SCOTCH
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EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES
Hongkong, 15th December, 1903.

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Sole Agents for "OMEGA" WATCHES.
"OMEGA" is the best, "THREE YEARS"
guarantee given to every purchaser.

40, QUEEN'S ROAD,
Watson's Building.

ESPECIAL OLD TOM GIN.

Marshall and

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DOUBLY DISTILLED
AND OF
MATURED AGE
TO BE OBTAINED FROM—
THE MUTUAL STORES,
Des Vœux Road.
Hongkong, 11th May, 1904. 1608

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,
Hongkong Telegraph Co., Ltd.

Hongkong, 30th September, 1903.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
entrance, top 95 ft.; bottom 75 ft.
Water on blocks, 27.5 ft. Time to
pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of
entrance, top 80.5 ft.; bottom 45.8
ft. Water on blocks, 26.5 ft. Time
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
Captains and Engineers is respectfully called to the advantages offered for Dock-
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
and a large stock of material is always at hand, (plates and angles all being tested by
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
of any port in the world.

Telephone: Works, No. 506; General, No. 376

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

1595

CHAZALON & CO.,

WINE AND SPIRIT MERCHANTS,

AND

GENERAL STOREKEEPERS,

(SUCCESSORS TO G. GIRAULT)

6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong Public that, as we are supplied with WINES and
SPIRITS direct from the *Growers* in France, we are in a position to supply these
requisites of the *best quality* and at the *lowest possible prices*, thus defying competition.

EXCEPTIONAL SAMPLE OFFERS.

Offers are made of Sample Cases of a dozen quart bottles each, containing the following:—

3 qt. bts.	Bordeaux.
3 " "	Deauville (Burgundy).
3 " "	Vin Rosé.
3 " "	Pommard (Superior Burgundy).

at the exceptional price of \$12 per case.

CHAMPAGNE.

Important contracts having been entered into with Messrs. Moët and Chandon, of France,
we are enabled to supply CHAMPAGNE of this brand at the following advantageous prices:—
Mousseux Blue Seal } \$38 per doz. qt.
White Star }
Brut Impérial } Moët & Chandon. 42 " " "

WHISKIES.

We can offer the following famous brands of WHISKIES:—

Buchanan Blend	at \$13.50 per case of 1 dozen quarts.
Black and White	at 17.50 " "
Royal Household	at 20.50 " "

We request of *connoisseurs* the favour of a trial of the products we offer, being convinced
that they will find them of excellent quality at the same time as they are moderate in price.
Hongkong, 9th June, 1904. 1707

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STUDIO,

HIGHER CLASS PHOTOGRAPHER,

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TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
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ALL PHOTOGRAPHIC ART PRACTICED
in the Colony or in any part of the Far East.

GROUPS AND VIEWS

a specialty.

Hongkong, 15th September, 1903. 1784

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THE CONNAUGHT HOUSE,
QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL
OFFICES. EXCELLENT CUISINE AND WINES.
Large and lofty Rooms elegantly furnished. Hydraulic elevator.
Hot and Cold Water throughout. Special Rates for Tourists.
Launch Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

139

GO TO THE
KOWLOON HOTEL,
KOWLOON.

OCCIDENTAL
HOTEL.

EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS

TO ORDER IN

EVERY ROOM.

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 10th May, 1904. 1657

KING EDWARD
HOTEL.

A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND

BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 25th October, 1903.

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A. S. WATSON & Co.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED 1841.

CLARETS.

	Per Case	Per Case
	12 Bts.	6 Bts.
ST. ESTEPHE	\$ 8.00	\$ 9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT		
BRION LARRIVET	20.00	22.00
CHATEAU MOUTON		
ARMAILHACQ	24.00	26.00
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CANET	28.00	
CHATEAU LA TOUR		
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CHATEAU RAUZAN	48.00	
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These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANDS

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO.,
LIMITED.

Hongkong, 20th June, 1904.

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CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

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A CHEE & CO., 祥利廣

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DRAWING-ROOM,

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and BED-ROOM

FURNITURE.

ELECTRO-PLATED,

GLASS, and

CHINA WARES.

PASTEUR'S MICROBE-PROOF

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HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.

GOOD WORK.

PROMPT RETURN.

Hongkong, 8th January, 1904.

E. C. WILKS & Co.,
MARINE SURVEYORS,

CONSULTING ENGINEERS AND

NAVAL ARCHITECTS.

COLLISIONS and Damages Surveyed.

Ship Designs and Specifications prepared.

Agents for the Construction and Sale of Steam

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Contract for New Tonnage on reasonable terms

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A large stock of Canadian Asbestos and

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Telegram Address: Telephone:—No. 358.

MARINEWORK.

Hongkong and Macao.

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All communications intended for publication in THE HONGKONG TELEGRAPH should be addressed to The Editor, 1, Lee Hoise Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

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The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to the messenger.

On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 7, 1904.

LOCAL AND GENERAL.

THE English and German mails of the 4th June were delivered in London on the 4th inst.

WHEN the B. I. Tara arrived in Rangoon on June 21 a squall drove her on to a cargo boat and pontoon, both of which were smashed.

DURING the twenty-four hours ending at noon to-day there were four cases of plague in the Colony. They all proved fatal, the victims being Chinese.

FIELD Marshal Marquis Oyama and Baron Kodama, chief of the General Staff, were to start from Tokio for Manchuria in connection with their new appointments there, on the 4th inst.

THE world's record for typewriting speed has been broken by Mr. John A. Shields, of Ottawa, Kansas, who, in the absence of six witnesses, wrote 222 words in a single minute, beating the previous record by ten words.

THE present Magistrate Wang of Shanghai has asked leave of absence to return home to repair his ancestral graves. The Provincial Treasurer of Kiangsu has, therefore, appointed Mr. Chin to be his successor; the latter will shortly arrive at Shanghai to take over his seat.

THERE is growing uneasiness in Russia in consequence of the appointment of the Marquis Yamagata as Generalissimo of the Japanese forces. The appointment is believed to indicate an intention on the part of the Japanese to attack the Russians simultaneously at Port Arthur, Liaoyang, and Mukden.

A PETITION is now going around amongst the prominent business firms of Bangkok for signature, asking that the Siamese Government take steps to restore telephonic communication with Koh-si-Chang with as little delay as possible, pending the construction of the promised instalment of wireless telegraphy.

By kind permission of Lt.-Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music at the King Edward Hotel, during dinner, on Friday, the 8th instant, (weather permitting):—
March—"Romance".....Gounod
Overture—"Haydn".....Auber
Selection—"The Lady Slave".....Crook
Song—"The Caterpillar and the Rose".....Grove
Selection—"The Orchid".....Grove
Valse—"Diana".....Kirby
Dance—"Punch and Judy".....Boggetti
God save the King.

By kind permission of the Commander of Police, the Macao String Band will play the following programme of music at the Macao Hotel from 7.30 p.m. to 9.30 p.m. on Saturday next, the 9th inst.

March—"Coaching Party".....Carl Weber
Overture—"Semiramide".....G. A. Rossini
Waltz—"On the beautiful Blue Danube".....Strauss
Selection—"Martha".....Flotow
Waltz—"Sweet Vows".....Otto Roeder
Among the Roses—"Characteristic Piece".....W. Willson
Capitol Federal—"Maniac".....N. Milano
Polka—"Keepsake".....Carl Weber

TELEGRAPH INTERRUPTION.

Mr. J. M. Beck, superintendent of the E. E. T. & C. Telegraph Co., kindly informs us that the present unfortunate cable interruption with Foochow was doubtless caused by the typhoon which is reported to have been raging at Sharp Peak on Wednesday morning. The buildings at the Cable Station were somewhat damaged and the aerial telegraph line thence to Foochow was interrupted by the storm. Telegraphic communication with Foochow remains very uncertain, almost all routes being reported in bad order, and it must be a day or two before the cable can be repaired.

THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 7th at 11.45 a.m. The barometer has fallen slightly in S. China and risen in the Philippines.

The typhoon has entered the coast near Foochow yesterday morning.

Light variable winds will probably prevail in the Formosa Channel and the northern part of the China Sea with fresh monsoon to the southward.

Forecast:—Light variable winds, fine.

N.B.—The information received this morning is of the most meagre description.

LOSS OF S.S. "ALGOMA"

NEAR HONGKONG.

The s.s. *Feiching*, commanded by Capt. Hoelgar, arrived from Shanghai to-day. On the voyage down Capt. Hoelgar was the means of rescuing the shipwrecked crew of the s.s. *Algoma*, of Cardiff, which foundered north of Chilling Point.

In his official report Capt. Hoelgar states: "The s.s. *Feiching* left Shanghai for Hongkong on the 3rd July. She experienced light variable winds and fine weather to arrival. At noon on the 6th inst. picked up the entire crew (29) of the Cardiff s.s. *Algoma* lost North of Chilling Point and landed them here. The vessel was bound from Moji to Hongkong."

Captain T. Evans, master of the *Algoma*, seen by our representative this afternoon at the Sailors' Home, gave the following details concerning the loss of the vessel:—The *Algoma* struck a rock off Chilling Point at 7.30 a.m. yesterday, the weather being fine but foggy. It was very soon evident that there was no hope of getting the vessel off in safety, the damage to her hull being so considerable that she would in all probability have sunk in deep water. There was 15 feet of water on the rock when the *Algoma* struck.

As the vessel commenced to heel over to port shortly after the accident, Captain Evans gave orders for the boats to be launched and the crew to abandon the ship. This was done at 8 a.m. The Captain, who was the last to leave the ill-fated ship, stepped into a boat from the deck, as she had now listed over so much that her port bulwarks were completely under water. The boats lay around the vessel until 9 o'clock and then sailed for Swatow.

At mid-day the *Feiching* was sighted, and in reply to the signals made, she hove to and picked up the officers and crew of the *Algoma*. Captain Evans expressed his satisfaction at the conduct of his officers and crew which, under really trying circumstances, was all that could be desired. As soon as the boats got away from the wreck she was boarded by hundreds of Chinese fishermen who had been hanging around in their junks, their object being evidently to loot the vessel. She had just come out from home with a cargo of coal for Nagasaki, and when the disaster occurred was going from Moji to this port with a similar freight. A large portion of the cargo was consigned to Messrs. Bradley and Co. of Hongkong. Captain Evans has been 12 years in the firm, during nine of which he has been in command, and his well-wishers, who hope that so faithful an employee will come well out of the inquiry into the loss of the vessel, are numerous.

The *Algoma* is a steel 3-masted steamer of 2,914 tons gross, 1,892 tons net, built in Sunderland in 1885, and owned in Cardiff by the Kingsland S. S. Co., Ltd., of which Messrs. Eccles and Ruston are managers.

PROMISSORY NOTES.

At the Supreme Court to-day Chiu Wing San again attended before his Honour T. Sercombe Smith in support of an action against Chiu Man Yeung for the return of two promissory notes.

Mr. Otto King Sing appeared for plaintiff and Mr. E. J. Grist, of Messrs. Wilkinson and Grist, for defendant.

His Honour decided there was no consideration in view of the fact that it was stated plaintiff paid Ts. 600 instead of Ts. 610. Moreover he was not satisfied that the money had been paid at all.

Therefore, he gave judgement for defendant, with costs.

THE HOTEL AMERICA.

AFFAIRS OF A FORMER PROPRIETOR.

Sitting in bankruptcy jurisdiction at the Supreme Court this morning, the Chief Justice, Sir W. M. Goodman, presided at the public examination of Frederick Nolte, lately trading at No. 2, Wyndham Street, Victoria, as the 'Hotel America,' and at No. 43, Des Vaux Road, as the Manila and Hongkong Cigar and Cigarette Manufacturing Company.

In the course of his examination, by the Official Receiver, the debtor said he commenced business in Hongkong last October, when he started as a cigar merchant. Prior to that he had been in the U.S. Army Transport department from which he resigned in February, 1903. He had a half share in the cigar business, and when he started there was \$6,043 worth of cigars in Hongkong and \$9,000 worth in Port Arthur and Shanghai. He bought the Hotel America on the 1st March, and borrowed the purchase money—\$11,015—on the strength of the cigars in stock. The Port Arthur stock disappeared, while his Shanghai agent, David Beerbold also went. The purchase money for the Hotel was borrowed as follows:—\$1,000 from his comrade, \$3,000 on a promissory note from Messrs. H. Price & Co., and \$5,000 from a friend on a bill of sale payable after three months. When that period expired they refused to renew the bill, and he was forced to sell. Messrs. Price & Co. then bought the Hotel for \$16,000, and of that sum debtor spent \$1,000 for rent and paid \$15,000 to his solicitor, Mr. Brutton, who settled the balance due on the promissory note and the bill of sale, etc., retained his costs, viz. \$1,000.60, and handed to the Official Receiver \$5,123. At the time of the sale the hotel was paying.

His Lordship thought that the bankrupt was foolish to borrow the money for only three months. The debtor said he had expected to get a renewal. Since commencing the manufacture of cigars in Hongkong, on the 10th February, he had been unable to make any clear profit. Apprentices had to be trained by Filipinos. Debtor, however, thought that if he now had a capital of \$5,000 he could make a profit of \$6,000. His total indebtedness at present was \$17,000, of which he had borrowed \$12,630 to extend his business. Mr. Charles Hess dissolved partnership on April last. Debtor had no liabilities in Manila.

Mr. C. E. H. Beavis, on behalf of a creditor, asked certain questions regarding payments made out of the \$5,000 retained from the proceeds of the sale of the hotel.

His Lordship closed the examination, and Mr. G. K. Hall Brutton, on behalf of debtor, asked that his client be adjudicated bankrupt, and Mr. Bruce Shepherd appointed trustee.

The application was granted.

THE PO FUNG BANK.

JUDGMENT.

At the Supreme Court this morning, the Chief Justice, Sir William Goodman, delivered judgment in this matter.

Mr. J. Hastings appeared on behalf of the Official Receiver, and Mr. H. W. Looker (of Messrs. Deacon, Looker and Deacon) on behalf of the defendants, the alleged partners. Mr. O. D. Thomson and Mr. S. W. Tso appeared on behalf of certain creditors.

His Lordship delivered judgment as follows:—

This was an issue directed to be tried to determine whether Lo Yuk Shang, Kwong King Tong, and Kwong Yik Nam, were partners in the Po Fung Bank, which failed last March and was adjudicated bankrupt on the 2nd day of June, 1904.

Mr. Sharp, K.C. and (in his absence) Mr. Hastings for the Official Receiver argued that the above named were partners, while Mr. Slade appeared for the alleged partners and argued that they were not and never had been partners in the Bank. The trial lasted for four days.

The question which I have to decide is whether Lo Yuk Shang, Kwong King Tong and Kwong Yik Nam, or any of them, were partners in the Po Fung Bank on 24th March, 1904, the date when the bankruptcy petition was filed. It has not been suggested that any of the three resigned before that date. On the one side it was contended that they never were partners in the bank at any time, and on the other side it was contended that they were partners and had at different times, distinctly told the witnesses who deposed to it that they held shares in the Po Fung Bank. If they were, at any time, partners it would, therefore, appear that they were so in March last, so that the really important question is were these persons, respectively, partners at any time in the Po Fung Bank. It seems that the managing partners were Kwong Kam Nam and Cheong Kai Yu. That is admitted by both sides. The bank was started about September or October, 1901 and according to the statements of the managing partners it appears that Kwong Kam Nam put in about \$38,000, and Cheong Kai Yu contributed about \$5,000, making a capital of \$43,000, with which to start and carry on the bank. It seems that, shortly before the 25th of February of this year certain people became suspicious of the bank's solvency. Indeed, Kwong Kam Nam, when examined stated:—"The run on the bank began on 25th February and onwards. We borrowed money to save off the run." From 1st February to 9th March, 1904, our books show \$99,000 received. The petitioning creditor, Chau Kam Chiu, of the Po Fung Bank, firm states in his affidavit that the bank owes his firm \$20,000 for money lent on 4th March, 1904, and that on 14th March, he received notice that the bank had suspended payment, with liabilities of about \$120,000. Although the nominal assets are alleged to be more than that, there does not appear much chance of collecting any great proportion of them. Now, as it appears that Cheung Kai Yu, one of the managing partners, had advanced out of the bank's funds or deposits some \$51,000 to his own shop, the Yee Cheung, and \$14,000 to his father's shop at Kongmoon, it is not surprising that the creditors who had deposited money and found themselves such heavy losers by the bank's failure, should be indignant at such an application of the bank's assets. Indeed, it seems that the last instalment of \$4,000 to the Yee Cheung was actually advanced by Cheung Kai Yu on 26th February this year. Cheung Kai Yu admits this in his examination, and also that it has not been repaid. Conduct of this sort may well explain why his statement that he and Kwong Kam Nam were only partners, is not deemed at all conclusive by many of the Bank's creditors and, in the result, I have to decide the issue whether the three others who have been named, were partners in spite of their denials of that assertion. It may be well in the first place to make some general observations as to the law in force in Hongkong. The law of partnership in this Colony is clearly stated by Ordinance No. 2 of 1897, entitled 'an Ordinance to declare and amend the Law of Partnership.' That law is practically the same as the English Law, and it in no way recognizes the notion of limited liability as regards the partners in a private firm. The principle of limited liability so well known in connection with Companies formed 'under the Companies' Ordinances' where proper modes are provided for winding up such Companies and apportioning the liability of members in case of insolvency and failure, does not apply to private firms.

A system of limited partnership or partnership 'in commandite' or 'in command' is recognized by French law which, I believe, requires all partnerships and Companies to be registered. In that system the contract is between one or more persons who are general partners and jointly and severally responsible, one or more other persons who merely furnish a particular fund or capital stock, and thence are called *commanditaires* or *commanditaires*, or partners 'en commandite'. The business is carried on under the Social name or 'firm' of the general partners only, the partners *en commandite* being liable to losses only to the extent of the funds or capital furnished by them. But, as I have said, such system with regard to private firms is not recognized by English Law, or the law of Hongkong. I mention this because I believe that among the Chinese of means these are many who wish to limit their liability to the amount of their share in the business. They dislike being liable for unknown amounts resulting from the contracts which the managing partner may enter into of behalf of the firm, and as, under British Law, all partners are liable for the debts of the firm, when they wish to evade this obligation they take care that there, names shall not openly appear as partners, even in cases where their friends know that they are really partners having shares in the business, and on that ground are

more ready to give credit to the firm. In case the firm should become insolvent, such persons probably honestly believe that they have discharged all the obligation imposed by integrity and commercial morality if the share they have contributed goes towards meeting the liabilities of the firm. They feel practically secure against further liability, because of the great difficulty of proving them legally to be partners. Such is the view I entertain from the experience I have gained in this Colony from the numerous cases of disputed partnership which have come before myself and other judges in the Courts of Law. I only refer to this difference between the English Law of Partnership and the Chinese view of the subject, because it may possibly partly account for the remarkable contradictions by one side of the evidence given on the other so often met with in cases of disputed partnership. If every witness would really try to speak the truth, one would suppose there could be no difficulty in ascertaining whether A, B, and C, were partners in a given firm. First one would naturally refer to the partnership agreement or to the book containing the 'partners' names, usually kept by respectable Chinese firms. But here, not only was there no written partnership agreement, but the managing partners say there was no book kept at all with the partners' names in it. It was alleged there was such a book and that it was at Kongmoon, but I do not think that was satisfactorily proved and the managing partners denied it. An examination of the ordinary books of the firm throw, I am informed, little light on the question. It is not stated who the people were who put in the capital. No yearly balance sheets showing profits and losses were made out, and the profits, if any, at the end of the Chinese years in 1902, 1903, and 1904 do not seem to have been paid over to any of the partners, and we are left, therefore, to consider the conduct and statements of the admitted partners and of the three alleged partners, and of the witnesses. If the evidence for those who allege that Lo Yuk Shang, Kwong King Tong and Kwong Yik Nam are partners is to be believed, the case is abundantly made out against them. But, as the witnesses called on the other side contradicted most of the relevant evidence given by the witnesses for those whom for convenience I will call the plaintiffs, the case requires careful consideration and that I have bestowed upon it. The Official Receiver, I think very properly, wished the question to be decided one way or the other, and it was threshed out for four whole days during which an extraordinary amount of absolutely contradictory evidence was given. I think that the burden of proof lies on the plaintiffs, those who allege the partnership. Have they brought forward such a body of credible evidence as to turn the scale against those who deny that the three persons mentioned were partners?

Taking the case of Lo Yuk Shang. Lui Fu Ngam deposed that Lo Yuk Shang asked him to deposit money in the Po Fung Bank and told him he had a share in it, and that, accordingly, he did so, and the insolvent Bank now owes him \$1,350. Wong Yut Man (or Kwong Yut Man) master of a rice shop at 195, Wing Lok Street deposed that Lo Yuk Shang came and asked him to "patronise our Bank the Po Fung" and stated that "he had a share in it." The witness did deposit accordingly and the Bank now owes him \$2,000. Tsui Pak Yu, who was sometime a partner with Lo Yuk Shang in the Shung Shing shop, deposed that Lo Yuk Shang stated that a few Sunning people had started the Bank, and that he "had a few thousand dollars in it," and thus the witness was induced to deposit money and now the Bank owes him \$600. Lau Sing Kiu, managing partner of a firm at 127, Wing Lok Street, stated that, at his shop, Lo Yuk Shang said "It is a genuine Bank, my friends are carrying on the business and Kwong King Tong is a partner." That afterwards he saw Kwong King Tong who told him that Lo Yuk Shang was also a partner, and he was induced to deposit and the Bank now owes him \$2,000. He added that after the Bank got into difficulties, he saw Lo Yuk Shang who said "when the accounts are made up, we shall pay you all."

Then Chau Yam Cheng, a partner in a firm at 73, Wing Lok Street, deposed that he knew Lo Yuk Shang, who used to live in the country close by his place, and that, about the beginning of January this year, Lo Yuk Shang called and said he had a share in the Bank and asked the witness to deposit money in it. This he did and is now owed \$500 by the Bank. When he went to the Bank, about 8th March, he was told by Lo Yuk Shang he would get paid when the accounts were made up. In face of the evidence of five witnesses and the direct statements of Lo Yuk Shang deposed to by them, to what conclusion is one forced to come? Either that the evidence is false or that Lo Yuk Shang was a partner. Sir Nathaniel Lindley says, in his standard work on Partnership, at p. 95:—"An admission made by any one that he is a member of a particular partnership is evidence of that fact against him; and such an admission renders it unnecessary, for the purpose of fixing him with the liabilities of a partner, to show that he executed any document whereby he became a partner." It must be borne in mind that the witnesses mentioned deposited money with the Bank on the faith of these statements or admissions; and, therefore, they cannot well be mistaken. Unless they are willfully giving false evidence it seems to me clear that Lo Yuk Shang held himself out to be a partner and did his best to get people to deposit in the Bank. I am aware that he denies the statements of these witnesses and indeed actually went so far as to state in the witness box, "I have never recommended the Bank to anyone." Yet he admits he did a business of between \$15,000 and \$16,000 a year with the Bank, that he was allowed to overdraw, and while so many creditors were losers when the Bank failed, he was on the right side and owed the Bank \$3,000 which he states he has paid since 6th March.

When he wanted to make out he had no means he stated that all he had was the share of \$1,000 in the Po Fung Bank, that was all he had

in the world, in answer to the Court he said "I am worth a little more than \$1,000, and no more, assuming I pay what I owe and am paid what is due to me."

When the Court next met and he was cross-examined by Mr. Hastings as to certain transactions, he was worth over \$10,000, adding "If people pay me and business is all right I may be worth \$50,000. When I have to choose between his denials and the statements of the four or five witnesses as to what he said, I decide in favour of the majority. They are interested, but so is he and their interests are certainly no greater than his, and they gave their evidence clearly and well."

Now as regards Kwong King Tong.

Wong Yut Man deposed that Kwong King Tong told him he had a share in the Po Fung Bank and asked him, if he had any money, to patronise the Bank and also told him, after the suspension when he went to ascertain whether he would get paid, "We are only making up the accounts. You need not be afraid, people owe us more than we owe." Lau Sing Kiu deposed that Kwong King Tong called at his shop and told him he was a partner and solicited custom for the Bank. On the other hand these statements are entirely denied by Kwong King Tong who states that it is true he was originally asked by Kwong Kam Nam to take shares but he declined and, indeed, that he was only an accountant in the Kwong King Cheong shop at \$12 a month and that his estate was not worth, in the whole world, more than \$300.

Here, therefore, we have two witnesses deposing to his statements and his denial of having made them. There is, however, some corroboration of the witnesses, derivable from the lists hereafter to be referred to.

As regards Kwong Yik Nam, who is a brother of Kwong Kam Nam (one of the managing partners), Li Chi deposed that Kwong Yik Nam called on him last year, talked about the Bank and told him he had started it, that it was a genuine Bank and that he had shares in it and induced witness to deposit in it, that he deposited accordingly, and was now owed \$1,650 by the Bank.

Tsui Pak Yu deposed that, when he went to the meeting of depositors at the Bank after the failure, he saw Kwong Yik Nam there in the capacity of one of the Bank people and not as a creditor.

Fan Yut Tung deposed that on 14th March, 1903, he had a conversation with Kwong Yik Nam who stated he had a share in the Bank and said, speaking of himself and others, "the Po Fung Bank is our business" and asked witness to deal with the Bank which he did, with the result that it now owes his firm \$5,000 and some \$3,400 more to individual partners in his firm. He also speaks of Kwong Yik Nam having been present at meetings of the Bank after the failure, particularly on an occasion on 11th March, 1904.

As regards Kwong Yik Nam's position when the Bank failed, it appears that he came out exactly right. He owed the Bank nothing and the Bank owed him nothing, as he took out all his balance of \$3,000 on 29th February, 1904. Besides denying the statements of the witnesses against him, he stated that he went to Canton by the night boat of 8th March, 1904, and returned on 14th March. He did so he stated because of the illness of his wife and he took a doctor with him, whom he called to corroborate his statement, and thus to show that he could not have been at the Bank at meetings of deposition between the night of the 8th and the 14th March. If this is true, either Fan Yut Tung must have been mistaken as to the date of his seeing Kwong Yik Nam at the Bank or his statement must be incorrect, for he said it was on 11th March, 1904.

I come now to matter of certain lists of masters or shareholders in the Bank furnished by Cheung Kai Yu, one of the acknowledged managing partners. In the lists the names both of Kwong King Tong and Kwong Yik Nam appear. It is true that Lo Yuk Shang's name does not appear and that Cheung Kai Yu has deposed that Lo Yuk Shang is not a partner, but as Cheung Kai Yu stated that Lo Yuk Shang was a friend of his it was suggested he was trying to shield him. I do not say these lists are absolutely conclusive. Though I do not believe the statements of Cheung Kai Yu as to how he came to furnish them, I prefer to believe the statement of Cheung Kai Yu, especially as that was not the only list he furnished. But, when coupled with the evidence of the witnesses who stated that both Kwong King Tong and Kwong Yik Nam expressly told them they had shares in the Bank, those lists cannot be taken as of no value, when they independently corroborate the statements of the witnesses.

TELEGRAMS.

(Reuters.)

The War.

LONDON, 5th July.
General Kuropatkin had fewer than 120,000 men of all arms on the 17th June, but a steady increase since that date, makes his position at Liao Yang and Hai Cheng quite secure.

LATER.

An official St. Petersburg despatch reporting the recent fight at Motienling says that the Russians routed the Japanese advance guard in a bayonet fight and then retired, the Japanese being re-inforced. The Russians lost over 9 officers and 200 men.

The Tibet Mission.

Hostilities were resumed at Gyantse yesterday.

The Seal Fisheries in the Behring Sea.

Japan has fully approved of the agreement between Great Britain and Russia in regard to the protection of the Behring Sea Sealeries.

Parliament—The Licensing Bill.

After prolonged opposition, Mr. Balfour's motion for closing the Licensing Bill by compartments, has been carried by 301 to 238.

More Reserves Called out in Russia.

A ukase calls out a further large body of reservists to the military districts of St. Petersburg, Moscow, Kasan and Kiief.

German Neutrality.

The *Kölnische* remarks that should Russia's war ships take refuge at Kiaochow, Germany will strictly carry out international neutrality obligations.

WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st July.

	1903.	1904.
Tytam...	0' 3" above	15' 11" below
Byewash...	0' 15" above	15' 6" below
Pokfulam...	0' 0" level	0' 1" above
Wong-nai...	0' 5" below	0' 1" above
cheong...	0' 5" below	0' 1" above

	1903.	1904.
Tytam...	387,340,000	263,340,000
Byewash...	334,000	334,000
Pokfulam...	65,000,000	66,000,000
Wong-nai-cheong	29,728,000	30,459,000

Total..... 483,948,000 365,133,000

Consumption of Water in the City of Victoria and Hill District during the month of June.

	1903.	1904.
Consumption.....	130,139,000	88,873,000 gallons
Estimated population.....	219,200	224,100

Consumption per head per day..... 19.7 13.2 gallons

Intermittent supply in force during the month of June, 1904.

Consumption of Water in Kowloon Peninsula during the month of June.

	1903.	1904.
Consumption.....	13,315,000	14,418,000 gallons
Estimated population.....	62,450	68,300

Consumption per head per day..... 7.1 7.0 gallons

The Government Analyst reports that the water is of excellent quality.

P. N. H. JONES,
D.P.W., Water Authority.

VERESTCHAGIN'S LAST LETTER.

The Exchange Telegraph Company's St. Petersburg correspondent writes that the following extracts from the last letters written by M. Verestchagin to his wife have just been published in a Moscow paper. In a letter dated March 16, M. Verestchagin wrote:—

"We are now waiting for the Japanese to cross over into Manchuria and attack us; this is all we desire—greatly desire—and are even ready to sacrifice a portion of the railway for. Do not be surprised if you hear of our retreat. It will be for our good. On the contrary, any inclination to burst into Korea is condemned by all right-minded strategists, and, I think, by Kuropatkin. 'Glinksky, I know, was for retreat even when in Petersburg.'"

In another letter, dated March 28, M. Verestchagin wrote:—"I met Admiral Nakaroff at Port Arthur. 'Why don't you come to see me?' 'I will.' 'Where are you lunching to-day?' 'Nowhere in particular.' 'Then come to-day, and afterwards we will go and sink a vessel in the roadstead to block the way for the Japanese.' After breakfast we started in a steam cutter. A giant steamer, looking like a five-storeyed house, which had just been bought for sinking stood already leaning over on the side on which it was destined to lie. It was pitiful to look at, like some fine fellow doomed to die and yet unconscious of his fate. One after another two mines, one at the stern and the other at the prow, threw up huge columns of water and mud, and the ship with a shudder at first straightened herself and then began to heave over."

"The stern soon filled with water and sank to the bottom, but the prow rose up considerably, disclosing the fearful wound delivered by the mine. The Admiral became very excited. 'It means they didn't break the partitions properly,' he said, and he paced like a tiger in a cage on the rubbish-covered barge, taking three steps forward and three back, and growling like a tiger or white bear. At last the ship filled with water, and lay under water just at the right place, so that only a small rib of one side remained above the surface, just like a long fish. They then also sank the *Sitika*. And now, thanks partly to one of the fireships and partly to ships sunk by us, our torpedo-boats can lie on the look-out without fearing the enemy's torpedo-boats."

THE WAR.

LIAOYANG.

The city Liaoyang is probably the oldest in Manchuria. It is situated on the Tai-tsu-ho River, which runs into the Hun, a large tributary of the Liao. It is about 9 miles in a direct line W. of Mukden. The outer face and battlements of the high walls are of very hard brick, inner faces of well-quarried stone; the variety of stone making them an interesting study for a geologist. The walls have a circumference of over ten miles. Much space within is now under garden and orchard cultivation, this city being especially famous for its grapes, pear, plum, and apricots. The population is about 50,000, amongst whom are not a few Mahomedans and very many Chinese bannermen, with a goodly number of Manchus. The trade—which is general—is very flourishing; it is local, however, and there are no special manufactures. The surrounding district is very fertile. The imperial highway from Mukden to Newchwang and Port Arthur separates here from the old road to Korea.

Liaoyang was in ancient times a great Korean city, but was destroyed by the Chinese and became the first capital of the Liao or Iron Dynasty which ruled north China in the tenth and eleventh centuries. The fine T'ibetan Indian dagoba stands up loftily against the skyline. It was built at the beginning of the present Manchu Dynasty in memory of the brave Ming general, K'ung Yu Teh. There was probably a Yuan monument there before it which the present one superseded. Formerly Liaoyang was a great timber mart, rafts coming from the mountains to the city. The opening of the Yalu and Tatung-kow and the clearing of the nearer forests have caused this trade to decline.

The Roman Catholics had a large seminary at 'Shaling, ten miles to the north-west, which was totally destroyed in 1901 by Boxers.

Liaoyang has prospered much with the advent of the Russians and their railway. The railway runs east and west past the city, towards Mukden—it goes N. E., and from Show-shan S. S. W.

THE AMERICAN VOLUNTEER NURSES AT HIROSHIMA.

One of the American volunteer nurses at Hiroshima, Miss Genevieve Russell, in a letter to a Japanese friend of hers, states the *Japan Times*, writes as follows:—

"I do not think that ever in my life I have so wished for a thing as I now wish, to keep these dear people of Japan from being too cruelly disappointed in us—that they must be somewhat disappointed is a foregone conclusion."

These two weeks have been intensely interesting to me. I have been very happy in the part of nursing, which I enjoy most, the practical care of the patients, and every day my admiration has grown for what I consider the best hospital system I have ever seen—I believe, in the world. It is not in technique that you are so ahead of us all—though that is perfect; it is in spirit, in motive.

I remember once in Cuba I was showing one of the Cuban doctors some pictures in a magazine, of children crossing the snow-covered plains of a Western State on their way to school. The doctor remarked in an envious tone: "A superior people," and a great wave of pity swept over me as he said it for the person who must feel that way toward another nation. I gloried again in my Anglo-saxon blood. But I have felt as that Cuban doctor felt many times since I came to Japan. Our stay in Japan may fail to accomplish much which you hoped for, but if those of us who feel it can carry back a little of the cheerful, unselfish devotion of the Japanese people—a little of the spirit of brotherhood which there is here, some good may come after all.

We may take this opportunity of stating that the zeal and skill with which Dr. McGee's party are discharging their duties, command the admiration and respect of their Japanese fellow workers as well as of the superintending medical officers.

JAPAN'S CAPTURES.

The *Ekatrinoslav*, one of the large twin-screw steamers belonging to the Russian Volunteer Fleet, captured by the Japanese at the commencement of the war, has been converted into a Government transport. This is the fourth vessel seized from the Russians which has been insured for £7,000 for twelve months as a transport under the management of the Osaka Shosen Kaisha. Two of them, the *Argon* and *Mukden*, valued respectively at £40,000 and £15,000, were formerly owned by the Chinese Eastern Railway Company. The most important capture up to the present, however, is the steamer *Manchuria*, of 6,193 gross tonnage, owned by the Russian East Asiatic Company, which was insured for £85,000. On these four steamers underwriters have accepted the risks—which include the chief marine perils, but with war risks specially excluded—for a moderate premium, which is not much higher than the rates accepted for some "liner." It speaks volumes in praise of the Japanese enterprise that the Government have lost so little time in turning their captures to practical advantages. In the case of the steamer *Manchuria* it is interesting to note that at the time of her seizure she was insured against war risk for £75,000, underwriters on which were liable for a total loss, and when this steamer was offered with the others for insurance under the new conditions this fact was not forgotten.

ITEMS.

The following items are printed in the *Shanghai Mercury*, translated from the native papers:—

Chinchou, 29th June.

About thirty li from the south-east of Hai-cheng, on the roads and near the heights, many Russian troops are stationed again, on the heights in the neighbourhood of Fengshupao, nineteen li along the north of Tashichiao, two machine guns and four quick-firers have been mounted, under the control of 300 Russian artillery; at the foot of the hills there are two

corps of infantry and one company of cavalry, all dispatched from the third army corps under General Stackelberg.

The Russian at Moukden and Kirin are now concentrating at Tashichiao, and are of the opinion that soon after the arrival of the Japanese Field-Marshal Marqu's Oyama, General Kuropatkin will fight a decisive battle with the Japanese at Tashichiao.

The Japanese vanguards have reached Siu-meitsai, about seven Kilometres from Kaiping, in their advance to attack Kaiping, where the wealthy merchants have removed to Yinkow (Newchwang).

Chefoo, 20th June.

Two native boats employed in conveying sand and mud arrived here from Piaoohk, Dalny, and report that on the 25th inst. at 7 a.m. they set sail from Piaoohk, and while out at sea, at about one mile distant they sighted three Japanese torpedo-boats engaged in mine sweeping operations at the deep Bay, at whose mouth there was a Japanese cruiser. Again they report that on the 24th inst. at 12.40 p.m. while passing the north of Sanshan-tau, they saw four Japanese torpedo-destroyers and two torpedo-boats and also two Japanese cruisers escorting two big native craft containing something like torpedoes, and sailing out from Dalny Bay. They also report that on the 24th inst. at 5 p.m., while coming to Motau, they encountered the Japanese flotilla, and after having been thoroughly searched, they were allowed to proceed without any further molestation on their way.

Chinchou, 30th June.

General Stackelberg has dispatched an engineering corps to throw up forts at Wangchintien, Kewtaopao, and Tilingtun (Tieling-tun?), in the vicinity of Tashichiao, there being one designed for temporary use in each place, and has ordered back the Russian cavalry in the neighbourhood of Newchwang and Kaiping to check the Japanese advance.

Russian agents are commandeering carts near the war area, each cart requiring four cattle, and the money given in return is \$20. It is understood that about 500 carts will be bought, which will be sent to Liaoyang for immediate use.

According to our Moukden correspondent, that section of the Russian railway between Shangmiaotze and Seping street in Hagbin was suddenly destroyed last month, resulting in a number of carts for military transport being upset, 33 men being killed, and 58 wounded. The Russians attributed all this to the work of the Hunghuizues, and demand compensation from the Tartar General of Heilungkiang.

On the authority of a letter from Yinkow, two Chinese fishing junks sailed into Kaichow river, and while at a point about three li distant from Heishanche, there suddenly came three pirate boats towards them. As the fishing junks were deep beneath surface, apparently in a sinking condition, the pirates were aroused to suspicion, and they stopped the junks, making search. It was then found that there was a large quantity of telegraph wire on board, and the junk people confessed that it was shipped from Port Arthur to the Russian Third Army for sending military intelligence. The pirates made off with the wire.

Tokio, 30th June.

Arrivals from Port Arthur report that the Russians at that Port have dug an entrenchment between Hsinyuentse, 24 li from the piers on the east and Tayangkou on the west. The said entrenchment is 20 li in length, and is very deep. The Russians have also bored at the north of Tayangkou about a hundred large holes in the ground. According to the statement of Chinese interpreters in Russian service, there is too small a number of large guns in the forts and they cannot withstand three days' firing from the enemy.

The Russian Commandant at Fengtien recently issued a proclamation informing the people that Japanese have been circulating in Fengtien a large number of counterfeit rouble notes and buying beasts of burden, fodder and other articles with them. The proclamation further warns the people not to accept any more rouble notes from the Japanese. According to the Russian Commandant, the object of the Japanese in uttering and circulating the counterfeit rouble notes is to poison the minds of the people against the Russians and to render their notes valueless.

NEWS FROM CHEFOO.

Among other foreigners, a Greek has arrived at Chefoo who states that the Admiral of the Port Arthur fleet is a person of advanced age and has not been at sea for many years, consequently the military circle places little confidence in him, in fact both the army and navy have been complaining of his incapability and for having no definite plan of operation. The Admiral wishing to show his power led the squadron outside of the harbour on the 23rd ultimo. Evers one was eagerly watching when they finally saw him coming back with several ships damaged. Now the Russians are certain that Port Arthur will eventually fall into the hands of the enemy after a land attack. The land, naval and volunteer forces at Port Arthur comprises fifty thousand in number. All the Russian civilians have joined the volunteer force. There are one hundred and fifty men of other countries and five hundred women. The Russian Authorities wish to have these sent away by a steamer but this has not so far been done. The quantities of provisions and ammunition at Port Arthur cannot be known but it is said that the latter is very scarce.

Another foreigner from Port Arthur reports that the prices of rice and flour at that place have been doubled while the prices of other articles have gone up fifty per cent. In addition to the three thousand Europeans working in the shipyards and the Russian troops, there are about eight hundred civilians at Port Arthur. The total number of those who are able to take up arms against the Japanese are fifty thousand men. A destroyer often goes to Newchwang and back. News from Newchwang states that a Russian destroyer from Port Arthur rushed into Liao River on the 29th ultimo.

Two boats' crews arriving at Chefoo from the vicinity of Port Arthur report that during the sea fight on the night of the 26th ultimo, four native boats got into the fighting sphere and were sunk. Their crews and passengers numbering over two hundred and fifty men with the exception of three, were all drowned. It is also stated that at 2 p.m. on the 25th ult. a three-masted and two funnelled Russian warship struck a mine and was sunk. There are now in harbour eleven warships and over twenty destroyers. According to this report the *Perseus* was not sunk.

THE BOMBARDMENT OF GENSAN.

On account of the bombardment of Gensan by the Russian Vladivostok squadron, the Japanese residents at that port removed to the interior, but from inquiries made, they have now returned to where they were. During the bombardment one shell hit the Japanese Consulate, but fortunately, did not explode. The stray shells in the city set fire to two houses, and the fire was soon under control and extinguished, and so the neighbouring houses remained intact.

An English missionary at Chinchow has received a telegram from Hsimientun, stating that the Baikal regiment arrived in Moukden on the 26th ult. from Ninkuta, and in consequence the military trains at the Moukden railway station are busily preparing to start southward. The Hunghuenkiangzue, on the west of Moukden, encountering vast numbers of Russians, accordingly dispersed in different parties, plundering all along the way. Matters being in this state, the missionary in question, has been advised not to go up North for the time being. The Russian merchants in Moukden have all closed their business hongs to return to Harbin. The Russians are constructing forts and digging trenches beyond the small West Gate of the city of Moukden, and several thousand native coolies are engaged in the work. The natives living in the city are panic-stricken.

THE DISEASES WHICH THREATEN THE ARMIES IN MANCHURIA.

We hear from time to time vague rumours about the loss of life from disease in the armies of Russia and Japan in Manchuria. Now it is beri-beri which is said to prevail, then dysentery is declared to be prevalent, and typhus, typhoid, cholera, plague, and even sleeping sickness, have each and all been said to be sweeping off large numbers of the soldiers. We believe that disease does claim its victims in either army, but we have no official notification, nor even the report of any expert onlooker, to help us towards a conclusion of the nature of the malady or maladies which prevail. No doubt the medical men of both armies will in time issue full reports, which, if they are made public, will prove of interest to the student of public health and of military history. In the meantime it is impossible to do more than guess what is happening, and we are dependent upon reports the value of which may be judged by the statement that "beri-beri, i.e. sleeping-sickness," is decimating the armies. To take any of these reports seriously is, of course, impossible; for the epidemic diseases, if there are any, afflicting either army are unknown except to medical officers at the front. We may discount, however, the presence of beri-beri whilst the armies are moving in either attack or retreat. Beri-beri is a "place" disease, and occurs amongst soldiers stationary in barracks, but not during an active campaign. Plague is, again, a disease which is not calculated to attack a quickly-moving army. The one way to get rid of plague is to camp out, and away from the focus of infection, and should the disease reappear, to again strike camp and proceed farther afield. For beri-beri and plague, therefore, active campaigning is a decided prophylactic. Typhus fever is another ailment foreign to armies on the march, and even cholera is less likely to prevail amongst troops quitting quarters rapidly than when they are hemmed within a beleaguered city, or cooped up in barracks within an infected area.

Presently the rainy season will visit districts in which the war is being conducted, and the troops will be more or less stationary in a water-logged soil. The wise general will transfer his troops to high ground when that is possible, and change camp frequently. The flat, dreary stretches of Manchuria, however, present but few opportunities of this sanitary measure being carried out. Manchurian cities are insanitary to a degree, and the mud walls of the houses become slimy without and covered with fungi within. The mud floor becomes wet and foul, and were it not for the "kang" there would be no dry patch to lie down upon. The kang, or stove, is built for purposes of warmth during the winter. The apartment in which the family practically live is occupied usually for some two-thirds of its area by the kang—a platform built of clay and brick and raised some two to three feet from the level of the floor. The kang is warmed by a fire underneath, and upon its flat surface the family sleep during the night and squat in wintry weather during the daytime. Condemned to quarter in such abodes during either the summer when the country is a swamp, or during the intense cold of a Manchurian winter, diseases such as typhus and cholera—for cholera attacks persons dwelling in such environment in winter—are certain to appear. Although disease may be prevalent in the armies in Manchuria at the present moment in some degree, the danger will be increased to a manifold extent when, by the exigencies of the weather, the troops are compelled to desist from active campaigning.

The sanitary prophylaxis according to changing camp will be lost, and the evils of overcrowding during inclement weather will threaten the efficiency, if not the very existence, of any army which fails to provide against its evil consequences. During a prolonged campaign dysentery and typhoid in summer, and in addition typhus in winter, are the endemic diseases to be dreaded and provided against in Manchuria, and the future efficiency of either army will largely depend upon the provisions made to counteract these scourges.—Ed.

A REMARKABLE CASE.

AT THE SUPREME COURT.

CHINESE PARTNERSHIPS AGAIN.

Sitting in the front row of the crowded benches at the Supreme Court this morning a somewhat portly Chinaman sat patiently listening to the proceedings in bankruptcy. He was not there from any disinterested motive, and when at length the Deputy Registrar called "No. 9 of 1904, re the Tung Chan firm ex parte the Sui Kat Bank," he shuffled in his seat and, after some delay, answered to the witness stand. He was at once taken in hand by the Official Receiver, who proceeded with the public examination of the debtor firm of which this man was the manager. The questioning process had not proceeded far when it was apparent that the familiar and well worn story of unknown partners would be raised.

His Lordship the Chief Justice, seeing how matters stood, took the witness to task. "You mean to tell me," he said, "that you are the manager of a business and don't know who the partners are! This is getting too sickening you know. I have already had four days on one case. You have a partnership book, haven't you?"

The Witness—No. It is in Canton. It has never been in Hongkong.

"Then get it in Hongkong," added his Lordship. "You carried on business here, and owe a lot of Hongkong people money."

"I don't know whether there is a book or not," replied the manager whose connection with the firm had extended over ten years. "That is the usual thing," observed the Chief Justice. "I am getting perfectly sick of this business. It is impossible to administer justice with these men. The first thing they do when they can't pay their debts is to become bankrupt after cheating everyone all round. They do not owe anything! I suppose this man doesn't owe anything? How much are you worth?"

"Well, I have sent in a statement of what it is to the Official Receiver," replied the gentleman in the box.

"You, yourself," asked Sir William, "how much are you worth?"

"I have no money," was the expected reply. "That is the usual thing. You are not much use to us, you know. We want to know where the assets are coming from to pay the debts of your firm."

Mr. H. W. Looker (on behalf of the Chartered Bank):—I might mention, my Lord, that there is a proposition by a Chinese firm, which has been approved by the creditors, whereby the debts will be secured to the extent of sixty-six per cent.

"That may simplify matters," observed his Lordship.

The case was carried a little further without result, when his Lordship said, "It becomes a perfect farce carrying on bankruptcy proceedings with these Chinese firms. It is the usual thing: a man comes forward, he owes nothing, and does not know one of the partners. He knows perfectly well who they are, but won't tell us, and if he lies sufficiently you can do nothing." (To the witness): How much does the firm owe?

"\$842,192," was the reply. "You did not tell the people who lent you money that there were no partners. Who were the people who got the money out of the creditors?—There are \$500,000 assets," evasively replied the manager.

The Chief Justice:—There was an interim receiver appointed, and you (Mr. Bruce Shepherd) went and got the assets. If you had not gone down you would have got nothing.

The Official Receiver:—This man went off to Canton, and we only got him back yesterday.

The Chief Justice (sharply):—I think he ought to know a little more about it. I will commit this man for perjury if he does not speak the truth. It is perfectly sickening. Tell him if he does not speak the truth I will send him to prison for lying. I will not be trifled with in this way. He is the manager of a firm and he knows who his principals are.

Mr. P. W. Goldring:—I remember this man, my Lord. I should like to point out he has simply come here to prove the statement of affairs. He knows knowing else about it. He is the only man left in the business. "Well, he is here now," observed his Lordship, "and I will have him speak the truth. It is a monstrous thing to think that a firm has failed for \$800,000 if a manager is to come up and look us in the face and say he does not know who his employers are. Why don't you get the partnership book. I think I will adjourn this examination."

Mr. G. C. C. Master:—I represent the Hongkong and Shanghai Bank, my Lord. They think their best chance of getting any money would be to accept the composition of 66 per cent.

His Lordship:—What is this composition? Mr. Looker:—Another Chinese firm has come forward and offered to take on the goods and things of the firm and give promissory notes at the rate of 66 per cent.

The Chief Justice:—If I am to sit here and hold examinations I want them to be honest affairs and not a transparent sham. If I am to have a public examination it is to be a proper one. At present this man does not know the name of a single living partner in his own firm.

"There are none alive," calmly remarked the witness.

His Lordship seeing it impossible to get a straightforward reply had to go much deeper into the matter. "What was the amount of the capital of your firm?" he asked.—"£40,000," was the answer.

"Who were the original contributors of that sum," came his next query.

"I don't know," followed the prompt reply.

"How long has the firm been going?"—The same answer. "I don't know"—with the little

additional information, "but I have been engaged there about ten years."

His Lordship proceeded with the questioning and elicited from witness some strange replies. In the first place he had nothing to do with the handling of money, or even the accounts of the firm. That was in the hands of another man who was "in the country." It appears there were originally three partners. One died before the bankruptcy proceedings, another committed suicide by taking opium shortly after the failure, and, as Sir William put it, "the one survivor of the wreck" was living in Canton, but he had also retired. It transpired that the firm's head office was in Java and there were branches at Singapore and at 110 Wing Lok Street, Hongkong. These had failed and bankruptcy proceedings were separately instituted at each place.

"May I take it from you as your final answer," said his Lordship, "that you tell me you don't know the name of a single living partner in your firm?"—"Yes," replied witness.

"There is no good standing on too much red tape in this matter," concluded Sir William. "I don't know whether it is right to call this a public examination, but as far as I can see it is the only one that it is possible."

The examination was then closed, and the many solicitors in Court were left to reflect upon the effect of the failure to secure registration of Chinese partnerships.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.	
London—Bank T.T.	1/10 5/16
Do. do. do.	1/10 1/16
4 months' sight	1/10 9/16
France—Bank T.T.	2/34
America—Bank T.T.	45 1/2
Germany—Bank T.T.	1.89 1/2
India T.T.	139 1/2
Do. demand	139 1/2
Shanghai—Bank T.T.	71 1/2
Japan—Bank T.T.	91 1/2
Singapore—Bank T.T.	Nominal
Java—Bank T.T.	112

Buying.	
4 months' sight L/C	1/10 11/16
6 months' sight L/C	1/10 13/16
30 days' sight San Francisco & New York	45 1/2
4 months' sight do.	46 1/2
30 days' sight Sydney and Melbourne	1/10 15/16
4 months' sight France	2.38
6 months' sight	2.39 1/2
4 months' sight Germany	1.95
Bar Silver	26 15/16
Bank of England rate	3 1/2

OPUM QUOTATIONS.

To-day's quotations are as follows:—

	Per chest
Malwa New	@ 940/980
" Old	@ 1,010/1,060
" Older	@ 1,080/1,160
" Oldest	@ 1,180/1,210
Patna New	@ 1,337 1/2
" Old	@ 1,340
Benares New	@ 1,317 1/2
" Old	@ 1,345
Persian (Paper)	@ 850/880

To-day's

Advertisements.

TENDERS are invited for the SUPPLY OF COOLIES for H.M. NAVAL YARD. Apply personally at the Secretary's Office. A Guarantee Deposit of \$5,000 will be required from the man selected. Hongkong, 7th July, 1904. [805]

METROPOLE THEATRE.

METROPOLE HOTEL.

Sole Proprietor.....Mr. JAS. CHRISTIE.

COMPLETE CHANGE OF PROGRAMME.

SATURDAY, July 9th,

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.

AND

CHINA MUTUAL STEAM NAV. CO., LD.

JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"OANFA"	8th July.
GLASGOW AND LIVERPOOL	"SARPEDON"	15th July.
GLASGOW AND LIVERPOOL	"PELEUS"	23rd July.
GLASGOW AND LIVERPOOL	"AJAX"	29th July.
GLASGOW AND LIVERPOOL	"MACHAON"	8th August.
GLASGOW AND LIVERPOOL	"PELEUS"	12th August.
GLASGOW AND LIVERPOOL	"GLAUCUS"	15th September.

S.S. "OANFA" left Singapore on the 3rd inst., and is due here on the 8th.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
* GENOA, MARSEILLES & L'POOL	"DIOMED"	15th July.
LONDON, AMSTERDAM & ANTWERP	"KINTUCK"	19th July.
LONDON, AMSTERDAM & ANTWERP	"KEEMUN"	2nd August.
LONDON, AMSTERDAM & ANTWERP	"MOYUNE"	16th August.
* GENOA, MARSEILLES & L'POOL	"SARPEDON"	20th August.
LONDON, AMSTERDAM & ANTWERP	"PELEUS"	30th August.
LONDON, AMSTERDAM & ANTWERP	"GLAUCUS"	15th September.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA.	"OANFA"	11th July.
	"MACHAON"	11th August.

S.S. "HYSON" left Victoria, B.C., for Hongkong, via Japan, on 14th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th July, 1904.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOY AND SHANGHAI	"PAKHOI"	8th July, at 5 p.m.
MANILA	"TAMING"	13th "
KOBE	"TAIYUAN"	13th "
SHANGHAI	"WHAMPOA"	13th "
YOKOHAMA and KOBE	"TSINAN"	18th "

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 7th July, 1904.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	SATURDAY, 9th July, at 10 A.M.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 16th July, at 10 A.M.
PERLA	1980	A. H. Notley	"	"

For Freight or Passage, apply to

SHEWAN, TOMES & CO.
GENERAL MANAGERS.

Hongkong, 2nd July, 1904.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.

FOR

THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail on
"NICOMEDIA"	4,370	Wagner	July 16th, 1904.
"ARABIA"	4,483	Bahle	August 14th, "
"ARAGONIA"	5,198	Schmidt	September 14th, "
"NUMANTIA"	4,370	"	October 14th, "

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M. on Excursion Sundays, at 8.30 A.M.; from Macao, Week Days at about 2 P.M. and Sundays about 7.30 P.M.
FARE:—(Week Days) 1st Class (including cabin and servant), \$3; Return Ticket, \$5. On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3. Return Ticket including Dinner and Dinner either on Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.
WHARF:—At the Western end of Wing Lok Street.
The Steamer runs an Excursion Trip EVERY SUNDAY. It takes only 3½ hours to reach Macao.
MING ON & CO.,
2nd Floor, No. 16, Victoria Street.
Hongkong, 5th January, 1904.

HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. J. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with Electricity; hot and cold water service. The cuisine is unexcelled.
Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.
1st Class.....\$3.00 for Single Journey.
2nd ".....1.50
Meals.....1.00 each.
The steamer's wharf is at the Western end of Wing Lok Street.
YUK ON S.S. CO., LD.,
No. 216, Wing Lok Street.
WENDT & CO.,
Canton Agents.
Hongkong, 24th June, 1904.

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES.
From 1st January, 1904.

ALSO REDUCED FARES TO MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light. First Class Accommodation. Unrivalled Table. Daily qualified Surgeon carried.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st February, 1904. [104]

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.

HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU"

Captain Franguel, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following Days, leaving Canton at 5 P.M., taking Passengers and Cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Merlin, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These Two Magnificent and Up-to-Date Steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European.....\$8.00
Second Class European.....3.00
First Class Chinese.....1.50
Second Class Chinese......80
Deck......30

The Company's Wharf is at the end of Queen Street, Praya West.

For further Particulars, apply to

J. LANDOLT, Agent,
THE PHARMACY, Queen's Road Central.
Hongkong, 9th June, 1904. [222]

STEAM TO CANTON.

THE New Twin Screw Steamers

Tons Captain
KWONG CHOW.....1,309.....J. P. MARTIN.

"KWONG TUNG".....1,238.....H. W. WALKER.

Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).

Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4
Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and YUEN ON S.S. CO., LD.,
No. 8, Queen's Road West.

Hongkong, 17th February, 1904. [781]

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL

(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904. About
"ST. FILLANS".....15th July.

"BEDOUIN".....to follow

"LOWTHER CASTLE".....to follow

For Freight and further Information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 7th July, 1904.

P. & O. S. N. Co.'s
INTERMEDIATE LINE.

NEW and well appointed twin screw

S.S. "SARDINIA,"
6,574 tons,

will be despatched for LONDON (DIRECT) on or about 21st July.

Has excellent accommodation for FIRST and SECOND SALOON PASSENGERS at moderate rates.

To be followed by the

S.S. "BORNEO,"
4,573 tons, about 18th August.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd June, 1904. [758]

NIPPON YUSEN KAISHA.

AUSTRALIAN LINE.

FOR SYDNEY AND MELBOURNE,

VIA MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.

THE Company's Steamship

"YAWATA MARU,"

Captain.....will be despatched as above, on FRIDAY, the 29th July, at 4 P.M.

This well-known Steamer is specially constructed for service in the Tropics, and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Local Branch Office in Prince's Building, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 29th June, 1904. [766]

Shipping—Steamers.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG,"

Captain T. M. Meyrick, will be despatched as above, TO-MORROW, the 8th inst., at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 7th July, 1904. [801]

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PENTAKOTA,"

Captain R. H. Coope, will be despatched as above, on SATURDAY, the 9th instant, at Daylight.

For Freight or Passage, apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 4th July, 1904. [796]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED.

司公限有船輪華中

FOR MOJI (JAPAN) AND SALINA CRUZ (MEXICO).

THE Steamship

"CLAVERING,"

Captain D. Barton, will be despatched for the above Ports, on MONDAY, the 11th instant, at Noon.

For Freight, apply at the Company's Offices, No. 20, Des Vaux Road.

J. S. VAN BUREN,
Superintendent.

Hongkong, 6th July, 1904. [800]

NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

STEAM FOR.

BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO

VENICE AND TRIESTE, ALL MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"ISCHIA,"

Capt. Maganzini, will be despatched as above, on TUESDAY, the 12th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, 6th July, 1904. [802]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"OCEANIE,"

Captain Oliver, will be despatched for the above Ports, on or about TUESDAY, the 12th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 5th July, 1904. [79]

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"EPSOM,"

Captain J. White, will be despatched for the above Port, on or about MONDAY, the 15th August.

For Freight, apply to

SHEWAN, TOMES & Co.,
General Agents.

Hongkong, 2nd July, 1904. [789]

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars renewed on old ones.

Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiority will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor School, who are taught by the Sisters.

Hongkong, 12nd April, 1895.

HONGKONG AVERAGE MARKET PRICES.

Corrected 1st July, 1904, per \$ Mex.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B

" Corned—Ham Ngau Yuk

" Roast—Shiu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Serjoin—Ngau Lau

" Sausages—Ngau Yuk Chaung

Bullock's Brains—, Know..... per set

" Tongue fresh—Ngau Li..... each

" Corned—Ham Ngau Li.....

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin..... each

" Feet—Ngau Kerk..... each

" Kidneys—Ngau Yiu.....

" Tail—Ngau Mei

" Liver—Ngau Con

" Tripe (undressed)—Ngau To.....

Calves' Head and Feet—Ngau-chai-tau-keek.....set

Mutton Chop—Yeung Pai Kw.....lb

" Leg—Yeung Pei

" Shoulder—Yeung Shau

Pigs' Chittlings—Chi cheong

" Brains—Chi Know.....per set

" Feet—Chi Kerk

" Fry—Chi Chak

" Head—Chi Tau

" Heart—Chi Sum.....each

" Kidneys—Chi Yiu.....pair

" Liver—Chi Koa

Pork, Chop—Chi Pai Kwat

" Leg—Chi Pei

" Fat or Lard—Chu Yau

Sheeps' Head and Feet—Yeung Tau

" Keek

" Heart—Yeung Sum.....each

" Kidneys—Yeung Yiu

" Liver—Yeung Con.....lb

Sucking Pigs, To Order—Chu Chai

Suet, Beef—Sung Ngau Yau

" Mutton—Sung Yeung Yau

Veal—Ngau Chai Yuk

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS:—HONGKONG.

THE leading English Newspaper in China.
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.

A daily newspaper with weekly edition
published for despatch by the homeward mail.
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.

A special feature is made of full and accurate
reports of local occurrences, and of matters
of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.

Special attention given to effectively display-
ing advertisements.

The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted.
This standard runs exactly eight lines to the
inch, and about eight words to the line.

ADVERTISEMENT RATES.

(per inch.)

One week	£ 2.85
One month	7.20
Two months	13.00
Three "	20.00
Six "	37.50
Twelve "	73.00

No charge less than one dollar.

Discount allowed on—

3 Months Contract	5 per cent.
6 "	10 "
12 "	25 "

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
at each insertion in the Daily and Weekly

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.

Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.

JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH
OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road,
Hongkong.

For Sale.

FOR SALE.

NOS. 1, 2 or 3, STEWART TERRACE.

THE PEAK.

Apply to—

THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.

11, Robinson Road, 20th May, 1904. [641]

FOR SALE.

ONE ICE-MAKING MACHINE with
GAS ENGINE complete.

For full Particulars, apply to

HUGHES & HOUGH,

8, Des Voeux Road.

Hongkong, 27th June, 1904. [760]

FOR SALE.

INCANDESCENT

GASOLINE

LAMPS

OF ALL DESCRIPTIONS,

from the best makers.

INCANDESCENT

MANTLES,

CHIMNEYS,

GLOBES,

SHADES, &c.,

for

GASOLINE AND GAS

LAMPS

at the most moderate

prices.

Lamps fixed up for

buyers free of charge.

Naptha of the best

kind kept in stock.

TAT KWONG CO.,

56, Lyndhurst Terrace.

Hongkong, 2nd May, 1904. [31]

Shipping.

M. Struve, Gen. s.s., 966, P. Brandt, 6th July.

Tamsui 3rd July, Amoy 4th, and Swatow

5th, Gen.—O. S. K.

Rajaburi, Gen. s.s., 1,189, D. Reimers, 6th

July, Hongkong 29th June, Rice and

Lumber.—B. & S.

Litavia, Gen. s.s., 1,245, Schaake, 6th

July, Shanghai 29th June.

Helene, Am. gunboat, 1,388, Stanton, 6th

July, from Canton.

Feichin, Ch. s.s., 979, Horkar, 7th July.

Shanghai 3rd July, Gen.—C. S. N. Co.

Hongkong, Fr. s.s., 742, A. Suzzoni, 7th July.

Haiphong and Hothow 6th July, Gen. and

Rigs.—A. R. M.

Ruth Nor s.s., 2,339, Thos. Helleken, 7th July.

Kuchinotzu 1st July, Coal.—M. H. K.

Pentakota, Br. s.s., 2,309, R. H. Coore, 7th

July, Singapore 1st July, Gen.—J. M. & Co.

Candin, Br. s.s., 4,105, H. E. Kicat, 7th July.

Japan 2nd July, Ballast.—P. & O. S. N. Co.

Bourbon, Fr. s.s., 1,500, Antoni, 7th July.

Canton 6th July, Gen.—Man Fat.

Kwongang, Br. s.s., 1,427, P. M. B. Lake, 7th

July, Shanghai via Swatow 3rd July, Gen.—

J. M. & Co.

Clearances at the Harbour Office.

Hantsing, for Swatow.

Sutong, for Singapore.

Kwongang, for Canton.

Hotiao, for West River.

Ataka, for Canton.

Linton, for West River.

Thales, for Swatow.

Fishing, Canton.

Kwan, for Canton.

Chungshan, for Swatow.

San Cheong, for Canton.

Departures

July 7.

Benlar, for Nagasaki.

Badavia, for Singapore.

Princess Marie, for Singapore.

Whampoa, for Canton.

Aukeraden, for Sasebo.

Loongmen, for Shanghai.

Makilde, for Swatow.

Sutong, for Singapore.

Hantsing, for Shanghai.

Per Rajaburi, from Bangkok.—Mr. Mateal,

and 19 Chinese.

Per Pentakota, from Singapore.—Dr. Rose,

and 447 Chinese.

Per Peking, from Shanghai.—Mr. Frisco

and daughter, 100 Chinese, and 2 Japanese.

Per Kwongang, from Shanghai, &c.—Mrs.

Thomson and children, Miss and Master How,

Comrie, and 141 Chinese.

Passengers departed.

Per Tean, for Manila.—Mr. and Mrs. Men-

ford and child, Mrs. A. R. Cowden, Miss

Cowden, Messrs. A. H. Bottenheim, C. L.

Bullock, W. W. Clark, A. Gnaudi, R. J.

Henderson, J. Kernan, W. O. MacIntyre, M.

Nielsen, C. Roebelen and H. Struve

Per Chingta, for Australian Ports.—Mr. and

Mrs. Cope, Mr. and Mrs. Perkins, Mrs. Quinn

and infant, Mrs. Knowles, Misses Brunet, Parr,

Messrs. J. Marshall, R. Wilson, G. Clarke, W.

B. Brown, H. M. Hall, J. H. Oxley, P. Mac-

Allister, D. Parr, A. Parr, A. C. Tilbury, T.

Nielsen, B. D. Sweetland, J. Brown, E. C. Bas-

ford, F. Simonds, F. J. Bongard and I. C.

Denny.

Per Prinz Regent Luitpold, for Shanghai.—

Messrs. A. Haupt, E. S. Ford, M. Spitzer, E. B.

Gowan, Mr. and Mrs. Grönberg and children,
Miss Hamper, Messrs. Hatam, Tüchter, Rigbi,
chi, H. W. King, P. Koch, H. Lapp, R. H.
Lloyd, J. L. Manning, Nioki, Rev. J. da Costa
Nunes, Mr. J. N. Olivier, Mrs. G. Osborne, Mr.
W. Paulus, Misses Roberts (2), Messrs. Wm.
K. Rungon, Emil Schmidt, Consul G. Siem-
sen, family and servant, Mr. and Mrs. Stern,
Rev. F. X. de Soares, Mr. and Mrs. Terry and
child, Mr. and Mrs. Trembl, Mr. H. S. Wood-
hull, Miss S. Zejd, Mr. G. B. Atkins, Miss de
Bastchinsky, Mr. Bolto, Mr. and Mrs. A. H.
Corley, Messrs F. F. Corley, R. W. C. David-
son, H. G. Dowler, Gang, Haagenzen, H. Hol-
lan, Kuwamura, J. L. Key, Dr. R. Kilmoto,
Mr. Kolf, Mrs. R. Kouda, Messrs. E. Krueger,
Martens, D. H. Michaelis, Capt. H. Nielsen,
Mr. H. Nishi, Mrs. A. Parodi, Messrs. F.
Schaefer, P. Schimmelbusch, Schneider, Spill-
mann, Strager, Mr. and Mrs. Theodor, Mrs.
Wegener, and Zabel.

Shipping Report.

Str. Rajaburi from Bangkok.—Fine clear

weather, smooth sea.

Str. Candia from Japan.—Moderate S.W.

wind and fine.

Str. Ibadan from Manila.—Light S'y and

S.W'y winds, and moderate irregular swell

and fine weather.

Str. Hongkong from Haiphong.—Light N.

Ely breeze, and fine weather to St. John, from

thence to port light S'y breeze and fine wea-

ther.

Vessels in Port.

STEAMERS.

An Pho, Br. s.s., 966, J. Kynoch, 30th June.

Saigon 26th June, Rice.—Chinese.

Athenian, Br. s.s., 2,440, S. Robinson, 4th

July.—Vancouver, B.C. 6th June, and

Shanghai 1st July, Gen.—C. P. R. Co.

Carl Menzell, Ger. s.s., 984, J. Janssen, 18th

June.—Amoy 17th June, Ballast.—E. A. T.

Co.

Chihli, Br. s.s., 1,142, G. Hooker, 5th July.

Canton 4th July, Gen.—B. & S.

Chwanshan, Br. s.s., 1,281, Lawlor, 3rd July.

Bangkok 27th June, Gen.—B. & S.

Clavering, Br. s.s., 2,154, D. Barton, 3rd July.

Salina Cruz 28th May, and Moji 27th June.

Ballast.—C. C. S. S. Co.

Clitus, Br. s.s., 1,558, D. W. Hislop, 28th June.

Saigon 23rd June, Rice and Gen.—

Oiger.

Daemar, Nor. s.s., 383, C. A. Carl, 5th July.

Canton 4th July, Coal.—A. Buns.

Doric, Br. s.s., 2,935, H. Smith, R.M.R., 2nd

July.—San Francisco 1st June, Honolulu

8th, Yokohama 21st, Kobe 15th, Nagasaki

27th, and Shanghai 29th, Mails and Gen.—

O. & O. S. S. Co.

Dunearn, Br. s.s., 2,020, J. Graham, 2nd July.

Barry via Natal (S.A.) 24th April, Coal.—

Alex. Ross & Co.

Elg, Norw. s.s., 708, Christophersen, 6th July.

Hollo 30th June, Sugar and Wood.—S.

W. & Co.

Empress of Japan, Br. s.s., 3,039, Henry

Pybus, R.M.R., 5th July.—Vancouver via

Ports 13th June, and Shanghai and July.

Mails and Gen.—C. P. R. Co.

Erica, Ger. s.s., 1,201, R. Rickmann, 30th June.

Hongay 28th June, Coal.—J. & Co.

Foo Shing, Br. s.s., 1,123, T. Arthur, 6th July.

Moji 29th June, Coal.—J. M. & Co.

General Alava, Am. transport, Whitton, 20th

June.—Cavite 17th June.

Haiman, Br. s.s., 636, W. C. Passmore, 24th

June.—Kobe 19th June, Ballast.—L. & Co.

Hinsang, Br. s.s., 1,424, W. E. Sawyer, 30th

June.—Saigon 26th June, Rice.—J. M. & Co.

Ibadan, Br. sch., 473, W. Winch, 6th July.

Manila 24th June, Ballast.—E. A. T. Co.

Ischia, Ital. s.s., 2,784, M. Dante, 5th July.

Singapore 29th June, Gen.—C. & Co.

Kohsichang, Ger. s.s., 1,292, S. Simonsen, 4th

July.—Bangkok 28th June, Rice and

Wood.—B. & S.

Laisang, Br. s.s., 2,224, E. J. Tadd, 6th June.

Calcutta 21st May, Penang 26th, and Sin-

gapore 31st, Gen.—J. M. & Co.

Lighting, Br. s.s., 2,122, J. C. Spence, 6th

July.—Calcutta 21st June, Penang and

Singapore 1st July, Gen.—D. S. & Co.,

Ld.

Mausang, Br. s.s., 1,644, S. J. Payne, 25th June.

Sandakan 20th June, Timber.—J. M. & Co.

Meelon, Ch. s.s., 1,320, J. Whitelaw, 6th July.

Shanghai 29th June, and Swatow 5th July.

Gen.—C. M. S. N. Co.

Onsang, Br. s.s., 1,787, J. T. Davies, 1st July.

Java 22nd June, Sugar.—J. M. & Co.

Pakhoi, Br. s.s., 1,129, K. E. Tuebben, 6th

July.—Canton 5th July, Gen.—B. & S.

Phranang, Ger. s.s., 1,021, F. Mangelsdorff, 30th

June.—Bangkok 16th June, Rice.—B. & S.

Rubi, Br. s.s., 1,611, R. W. Almond, 4th July.

Manila 2nd July, Hemp and Gen.—S. T.

Co.

Sikh, Br. s.s., 3,216, James Rowley, 6th July.

New York 4th May, Gen. and Case Oil.—

D. & Co. Ld.

Talyuan, Br. s.s., 1,459, L. Dawson, 26th June.

Australian Ports 4th June, and Manila

23rd June, Gen.—B. & S.

Taksang, Br. s.s., 977, W. P. Baker, 4th July.

Bangkok 28th June, Rice.—J. M. & Co.

Thales, Br. s.s., 924, A. J. Robson, 6th July.

Swatow 5th July, Gen.—D. L. & Co.

Themis, Nor. s.s., 1,209, T. Thamsen, 6th

July.—Kobe and Moji 30th June, Gen.—

Chinese.

Vega, Ital. s.s., 2,061, Angela, 5th July.—Genoa

19th May, and Singapore 29th June, Coal.

—D. & Co. Ld.

Yuenyang, Br. s.s., 1,128, P. H. Rolfe, 4th

July.—Manila 2nd July, Gen.—J. M. & Co.

SAILING VESSELS.

Eclipse, Br. ship, 2,978, J. McBryde, 20th May.

New York 10th Dec., 1903, Case Oil.—

S. O. Co.

Justin, Am. collier, Hughes, 5th July.—Guam

28th June, and Cavite 1st July, Coal.—

Admiralty.

Kentmere, Br. bq., 2,334, Birch, 14th June.

New York 29th Jan., Kerosene.—S. O. Co.

Maria Le, Ital. bq., 1,118, D. Ursi, 9th April.

—Freemantle 7th Feb., Sandalwood—

Order.

Trongate, Br. bq., 949, A. Hutton, 28th May.

Freemantle 23rd May, Sandalwood—

Gilmam & Co.

Mails.

COMPAGNIE DES MESSAGERIES
MARITIMES.

REQUISITS-POSTE FRANCAIS.

NOTICE.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA,
COLOMBO, ADEN, EGYPT,
MARSEILLES, MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BORDEAUX;

ALSO

PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 12th July, 1904,
at 1 P.M., the Company's Steamship
"YARRA," Captain H. Seller, with
Mails, Passengers, Specie and Cargo,
will leave this Port for MARSEILLES, via
Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London
as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till NOON
only on MONDAY, the 11th July, Specie
and Parcels received until 4 P.M. on the same day.
No Cargo will be received on board on
TUESDAY.

Parcels are not to be sent on board; they
must be left at the Agency's Office. Contents
and Value of Packages are required.

For further Particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 30th June, 1904.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"CHUSAN,"

Captain W. B. Palmer, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 16th July,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. Mongolia, 9,500 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. Persia
due in London on the 29th August.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 1st July, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	Sailing.
Lyra	4,417	G. V. Williams	July 12
Hyades	3,753	Geo. Wright	Ab. July 31
Shawmut	9,666	W. M. Smith	Sept. 1
Tremont	9,666	T. W. Garlick	Oct. 1
Shawmut	9,666	W. M. Smith	...
Tremont	9,666	T. W. Garlick	...

Steamers marked (*) have no second class
passenger accommodation.

FOR MANILA.

The largest, steadiest, and most comfortable
steamers for Manila.

Shawmut ... 9,666 W. M. Smith ... Ab. Aug. 12
Tremont ... 9,666 T. W. Garlick ... Sept. 1

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. Shawmut and Tremont
have just been fitted with very superior accom-
modation for first and second class passengers.
The large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Building,

Hongkong, 6th July, 1904.

Consignees.

IMPERIAL GERMAN MAIL LINE.
NORDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ REGENT LUITPOLD,"

of the NORDEUTSCHER LLOYD,

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, Kowloon, whence
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
MORROW, at 10 A.M.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 12th instant will be
subject to rent.

All broken, chafed, and damaged Goods are to
be left in the Godowns, where they will be
examined on TUESDAY, the 12th instant, at
10 A.M.

All Claims must reach us before the 18th
of July, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the
Undersigned.

NORDEUTSCHER LLOYD.

MELCHERS & Co.,

Agents.

Hongkong, 5th July, 1904.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees
of Cargo are hereby informed that their Goods
will be delivered from alongside.

Cargo impeding the discharge will be landed
at once, at Consignees' risk and expense.

Cargo remaining on board after the 8th
inst., at 4 P.M., will be landed at Consignees'
risk and expense into the Godowns of the
Hongkong and Kowloon Wharf and Godown
Co., Limited.

Consignees of Cargo from SINGAPORE and
PENANG are requested to take IMMEDIATE
DELIVERY of their Goods from alongside,
such Cargo impeding the discharge of the vessel
will be landed and stored at Consignees' risk and
expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the
Undersigned.

DAVID SASSOON & Co., LIMITED,

Agents.

Hongkong, 6th July, 1904.

FROM HAMBURG, EMDEN, ANTWERP,

PENANG AND SINGAPORE.

THE H. A. L. Steamship

"BADENIA,"

Captain Rürden, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
countersignature by the Undersigned and to
take immediate delivery of their goods from
alongside.

Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.

Any Cargo impeding her discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Co., Limited,
and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods
have left the Godowns and all Goods remaining
undelivered after the 12th inst. will be subject
to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 12th inst. at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 5th July, 1904.

OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"DORIC,"

The above Steamer having arrived, Consignees
of Cargo are hereby requested to send in
their Bills of Lading for countersignature, and
to take immediate delivery of their Goods from
alongside.

Cargo impeding discharge and undelivered
by TUESDAY, the 5th instant, at 5 P.M.,
will be landed and stored at Consignees' risk
and expense.

No Fire Insurance will be effected.

E. W. TILDEN,

Agent.

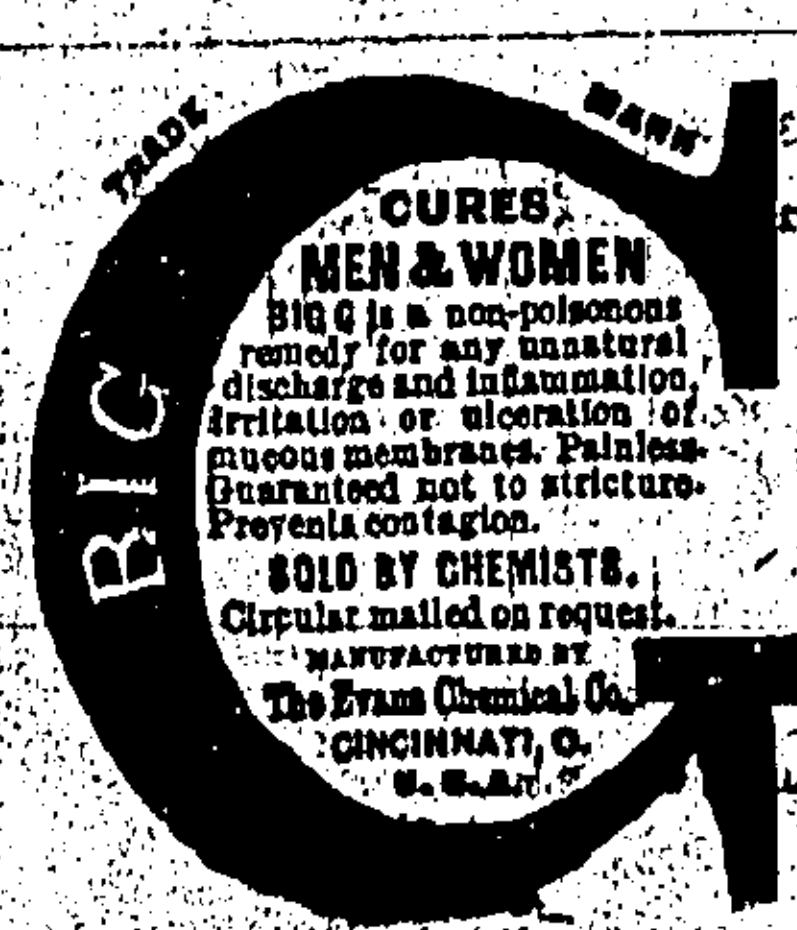
Hongkong, 2nd July, 1904.

Intimations.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor
the OWNERS will be RESPONSIBLE
for any DEBT contracted by the Officers or
the Crews of the following Vessel during her
stay in Hongkong Harbour:

ANAPA, British steamer, Capt. J. M. Williamson.
—Shewan, Tomes & Co., Agents.



SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY & POTTS. Corrected to noon; later alterations given under "Commercial Intelligence" page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$10,000,000	\$1,417,366	Div. of £1.10/- and bonus of 10/- @ exchange 1/8 = \$12.994 for half-year ending 31.12.1903	6 1/2 %	\$660 sales
National Bank of China, Limited (Founders)	4,453,750	£10	£8	\$150,000 \$175,833 \$191,973	\$21,668	\$2 (London 3/6) for 1903 None	5 1/2 %	London 67 1/2 \$38 buyers \$10
MARINE INSURANCES.								
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$1,750,000 \$569,443 \$784,415 \$906,872 \$900,120 \$551,932 \$331,142 \$322,138	\$1,959,926	\$32 for 1902 \$4 for year ended 30.4.1903	5 1/2 %	\$545 buyers \$64
China Traders' Insurance Company, Limited	24,000	\$83.33	\$25	Tls. 500,000 Tls. 31,850	Nil	Final of £1 making £2 for 1902	...	Tls. 65
North China Insurance Company, Limited	10,000	£15	£5	\$700,000 \$37,794	Tls. 271,589	\$12 for 1902	9 1/2 %	\$130
Yangtze Insurance Association, Limited	8,000	\$100	\$50	\$1,300,000 \$50,000	\$186,284	\$15 for 1902	7 %	\$212
Canton Insurance Office, Limited	10,000	\$150	\$50		\$110,551			
FIRE INSURANCES.								
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,750,000 \$1,000,000	\$371,110	\$22 1/2 for 1902	7 1/2 %	\$310 buyers
China Fire Insurance Company, Limited	20,000	\$100	\$50	\$1,000,000 \$125,075 \$2,561	\$329,047	\$5 dividend & \$1 bonus for 1902	8 %	\$87 buyers
SHIPPING, TUG AND CARGO BOATS.								
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$250,000 \$633,000 \$149,409	\$41,538	\$14 for second half-year 1903	10 1/2 %	\$294
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$205,000 \$100,000	£5,853	10/- for 1903	5 %	\$117
China and Manilla Steamship Company, Limited	30,000	\$50	\$50	none	Dr. \$63,123	\$5 for 1900	...	\$25 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$18,000 \$80,935	Nil	\$3 for year ended 30.6.1903	8 1/2 %	\$35 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$60,000 \$15,093	\$1,287	{ \$1.80 & b. 40 cts. \$2.00 & b. 20 cts. for year ending 30.4.04	6 1/2 % 4 1/2 %	\$334 buyers \$244 buyers
Straits Steamship Company, Limited	5,000	\$100	\$100	\$400,000 \$214,755 \$18,000 \$130,153	\$33,648	\$5 for 2nd 1/2-year making \$13 for 1903	8 1/2 %	\$155 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$400,000 Tls. 98,000	£19,555	Interim of 1/- (Coupon No. 4) for 1903	4 %	25/6 buyers
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 201,614	Tls. 865	Final of Tls. 1 making Tls. 2 for 1903	3 1/2 %	Tls. 35
Shanghai Tug and Lighter Company, Limited (Preference)	200,000 100,000	Tls. 50	Tls. 50	none	Tls. 55,541	Final of { Tls. 2 1/2 making Tls. 4 1/2 Tls. 1 1/2 making Tls. 3 1/2	9 1/2 % 7 1/2 %	Tls. 47 buyers Tls. 46 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	none	Dr. \$147,717	Final of \$7 making \$12 for 1901	...	\$186 buyers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$75,903	\$3 for 1897	...	\$9 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 1,456	Tls. 2 1/2 for year ending 30.9.03	4 1/2 %	Tls. 60 sales
MINING.								
Société Française des Charbonnages du Tonkin	16,000	Fcs. 250	Fcs. 250	Fcs. 251,337 Fcs. 1,529,632	Fcs. 85,706	Final of Fcs. 25 making Fcs. 55 for 1903	...	\$500 buyers
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,873	Dr. £7,236	No. 12 of 1/-	...	\$7 buyers
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£20,000	£6,671	No. 2 of 1/-	...	Tls. 64 buyers
DOCKS, WHARVES & GODOWNS.								
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$17,500	\$425,340	{ \$5 dividend and \$1 bonus for second half year 1903	6 1/2 %	\$217 buyers
S. C. Farnham, Boyd & Co., Limited	55,700	Tls. 100	Tls. 100	Tls. 850,000	Tls. 43,124	Int. of Tls. 5 for half year ending 31.10.03	4 1/2 %	Tls. 155
Tanjong Pagar Dock Company, Limited	37,000	\$100	\$100	\$1,500,000	\$43,733	\$5 for 2nd half year 1903	4 1/2 %	\$255
Riley Hargreaves & Co., Limited (Preference)	6,000 2,750	\$100	\$100	\$150,000	\$42,936	\$10 div. and \$2 1/2 bonus for 1903	6 1/2 %	\$200 buyers
Howarth Erskine, Limited	12,000	\$100	\$100	\$14,000 \$50,889	\$29,926	\$7 dividend	6 %	\$110
Hongkong & Kowloon Wharf and Godown Co., Ltd.	30,000	\$50	\$50	\$250,000	\$28,015	\$10 div. & \$2 1/2 bonus for 1903/3	4 1/2 %	\$210 buyers
Shanghai and Hongkong Wharf Company	20,000	Tls. 100	Tls. 100	Tls. 487,110 Tls. 50,913	Tls. 22,895	Final of Tls. 6 making Tls. 11 for 1903	7 1/2 %	Tls. 147 1/2
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	Tls. 6,000	Tls. 1,750	Tls. 18 for 1903	9 1/2 %	Tls. 187 1/2 sales
New Amoy Dock Company, Limited	6,000	\$6 1/2	\$6 1/2	\$55,500	\$489	\$14 for 1903	4 1/2 %	\$30 sellers
LANDS, HOTELS & BUILDING.								
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$500,000 Tls. 800,000 Tls. 150,000 Tls. 17,144	\$51,966	Final of \$6 making \$12 for 1903	7 1/2 %	\$158
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 800,000 Tls. 150,000 Tls. 17,144	Tls. 37,634	{ Final of Tls. 3 & bonus of Tls. 2 making in all Tls. 8 for 1903	7 %	Tls. 115 sales
Tientsin Land Investment Company, Limited	7,720	Tls. 100	Tls. 100	Tls. 54,626	Tls. 335	Final of Tls. 5 making in all Tls. 9 for 1903	7 %	Tls. 130 sellers
China Land and Finance Company, Limited	6,000	Tls. 50	Tls. 50	none	...	Interim of Tls. 2	7 1/2 %	Tls. 55
Kowloon Land and Building Company, Limited	6,000	Tls. 50	Tls. 50	none	\$636	\$2.50 for 1903	...	\$37 buyers
Wei-hai-wei Land and Building Company, Limited	3,764	Tls. 25	Tls. 25	none	Tls. 5,150	None	5 1/2 %	Tls. 10
West Point Building Company, Limited	12,500	\$50	\$50	\$100,000 \$107,711	\$1,362	Final of 1.70 making \$3.20 for 1903	7 1/2 %	\$60 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$100,000 \$107,711 \$200,000	\$3,161	\$5 for second half-year 1903	7 1/2 %	\$136
Astor House Hotel, Limited (Tientsin)	2,000	Tls. 50	Tls. 50	Tls. 41,000	Tls. 655	Final of Tls. 4 making Tls. 9 for 1903	6 %	Tls. 150 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$12,500	\$16,301	\$2 1/2 for year ending 30.6.03	7 1/2 %	\$34 sales
Hotel des Colonies Company, Limited (Shanghai)	9,000	Tls. 25	Tls. 25	Tls. 13,986	Tls. 680	Tls. 0.87 1/2 for the year ending 31.3.1904	7 1/2 %	Tls. 12 sales
Queen's Hotel (Wei-hai-wei)	9,000	Tls. 25	Tls. 25	none	...	First year	12 1/2 %	Tls. 25
Tientsin Hotel, Limited (in liquidation)	600	\$20	\$20	none	\$1,989	\$5 for the year ending 28.2.1903	...	Tls. 45 sellers
Tientsin Hotel des Colonies, Limited	1,400	Tls. 50	Tls. 50	none	Dr. Tls. 2,132	Interim of Tls. 3 1/2	7 1/2 %	\$124 sales
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$200,607 \$50,000	\$99,177	90 cents for 1903	...	
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	none	Tls. 11,655	Tls. 4 for year ended 31.10.1903	12 1/2 %	Tls. 30
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 30,098	Tls. 38,034	Interim of 3 1/2 a/c 1898	...	Tls. 25 buyers
Lao-ku-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	15,500	Interim of 4 1/2 a/c 1898 on 6,000 shares	...	Tls. 324 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 5,038	Tls. 26,389	4 % for 1897	...	Tls. 160
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$50	\$10	none	\$11,121	{ Final of 60 cents making \$1 for the year ending 31/7/03	11 %	\$144 sellers
CIGARS AND TOBACCO COS.								
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 25,000	Tls. 1,091	Final of Tls. 3 making Tls. 6	9 1/2 %	Tls. 624 sales
Alhambra, Limited	300	\$200	\$200	\$41,000	\$57	\$125 for year ending 30.6.1900	...	\$200
Philippine Company, Limited	67,500	\$10	\$10	...	...	First year	...	\$04
MISCELLANEOUS.								
Green Island Cement Company, Limited	100,000	\$10	\$10	\$350,000	\$32,115	\$1.50 for 1903	5 1/2 %	\$204 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	none	Nil	60 cents for 1903	6 1/2 %	\$10 buyers
A. S. Watson & Co., Limited	60,000	\$10	\$10	\$250,000 \$25,000	\$2,883	Final of 50 cents making \$1 for 1903	7 1/2 %	\$134 buyers
Watkins, Limited	10,000	\$10	\$10	\$1,802	\$1,042	\$1 for 1903	3 1/2 %	\$74 buyers
Singapore Dispensary, Limited	600	\$50	\$50	\$5,000	\$800	\$5 for year ended 31.7.1903	8 1/2 %	\$70
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$55,000	\$1,171	\$5 for 1903	6 1/2 %	\$91 sales
Hongkong Electric Company, Limited	30,000	\$10	\$10	none	\$3,453	{ 90 cents for year ending 30.4.1903 (45 cents)	5 1/2 %	\$38 buyers
Hongkong & China Gas Company, Limited	7,000	£10	£10	£21 8 5	£7,387	£1 div. and 2/- bonus for 1902	...	\$60 buyers
Shanghai Gas Company, Limited	10,666	Tls. 50	Tls. 50	Tls. 100,000 Tls. 108,172	Tls. 7,548	{ Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 making Tls. 5 1/4 for 1903	7 1/2 %	Tls. 1124 buyers
Shanghai Waterworks Company, Limited	7,700	£20	£20	Tls. 140,000	Tls. 7,369	Final of 37/5 making 32/6 for 1903	8 %	Tls. 395 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,239	Tls. 667	Tls. 2 for half year	6 %	Tls. 135
Tientsin Native City Waterworks Company, Ltd.	2,941	Tls. 100	Tls. 100	none	Tls. 413	Final of \$1 1/2 making \$2 1/2 for 1903	12 %	Tls. 130 sellers
Hall & Holtz, Limited	21,000	\$20	\$20	\$186,000	\$12,104	Final of \$1 1/2 making \$2 1/2 for year ended 20.2.04	9 1/2 %	\$125 buyers
Lace, Crawford & Co. Limited (Shanghai)	2,500	\$100	\$100	none	\$21,682	Final of \$7 making \$12 for year ended 20.2.04	7 1/2 %	\$140
Hongkong Rope Manufacturing Company, Ltd.	10,000	\$50	\$50	\$50,000	\$8,395	\$10 for 1903	7 1/2 %	\$48 sellers
Geo. Fenwick & Co. Limited	6,000	\$25	\$25	\$70,000	\$10,517	\$3.25 for 1903	7 1/2 %	\$75
Hongkong Ice Company, Limited	5,000	\$35	\$35	\$35,000	\$5,844	\$7 for 2nd half year 1903	9 1/2 %	\$160 sales
Straits Ice Company, Limited	2,000	\$100	\$100	\$24,000	...	\$7 for year ending 30.1.1903	7 1/2 %	\$280 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$10	\$10	\$30,000	\$4,483	\$14 for year ending 31.7.1903	7 %	\$18 buyers
Dairy Farm Company, Limited	10,000	\$7 1/2	\$6	\$20,000	\$3,029	\$14 for year ending 31.7.1903	8 1/2 %	\$37
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$5,500	\$596	\$5 for 1903	...	\$5 sellers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	none	£100	None	...	\$104 buyers
United Asbestos Oriental Agency, Limited (Founders)	9,900 100	\$10 \$10	\$4 \$10	\$14,000	\$119	{ 90 cents for year ending 31.5.1903 (\$3.70)	14 1/2 %	\$210 buyers
Tebrau Planting Company, Limited	20,000	\$5	\$5	none	Dr. \$4,470	None	...	\$174 buyers
Hongkong Steam-Wharves Company, Limited	7,500	\$10	\$10	none	\$1,548	Interim of 70 cents	8 %	\$81
China Light and Power Company, Limited	30,000	\$10	\$10	none	\$37,397	None	...	\$103 buyers
William Powell, Limited	12,000	\$10	\$10	none	\$4,759	Interim of 50 cents for 1903/4	9 1/2 %	Tls. 295 buyers
Maatschappij tot Mijn. Bosch- en Landbouw- exploitatie in Langkat	25,000	Gs. 100	Gs. 100	Tls. 314,669 Tls. 11,143	Tls. 27,187	{ First quarterly of Tls. 15, paid 15.3.04 Second do. Tls. 10, paid 15.3.04	13 1/2 % 7 %	Tls. 217 buyers
Shanghai Horse Bazaar Company, Limited	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 10,247	Tls. 5 for 1903	9 %	Tls. 125 sales
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 0.000	Tls. 3,188	Final of Tls. 5 making Tls. 10 for 1901	12 %	\$23
Central Stores, Limited (Founders)	6,000	\$15	\$12	\$10,000	\$1,453	Final of \$1.20 making \$2.70 for 1903	...	\$70
Do. (New Issue)	24,000	\$15	\$7 1/2	none	...	First year	...	\$10
E. L. Mondon, Limited	7,000	Tls. 50	Tls. 50	none	Tls. 3,595	Tls. 5 for 1902	12 1/2 %	Tls. 40 sellers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 25,000	Tls. 1,944	Tls. 5 for 1903	9 1/2 %	Tls. 65 buyers
Katz Brothers, Limited	10,000	\$100	\$100	\$75,000	...	\$10 for 1903	8 1/2 %	1135 buyers
Straits Trading Company, Limited	250,000	\$10	\$10	\$650,000	\$83,403	{ \$1 div. and 25 cents bonus for half year ended 30.6.1903	8 %	\$224 sellers
Fraser and Neave, Limited	4,500	\$50	\$50	\$112,500	\$2,704	\$2 div. and \$2 1/2 bonus for 1903	8 %	\$95 sellers
Maynard and Company, Limited	3,400	\$10	\$10	...	\$601	\$2 for year ended 31.10.1903	8 %	\$50 sales
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	1,200	\$50	\$50	...	...	First year	...	\$50
South China Morning Post, Limited	6,000	\$25	\$25	...	...	First year	...	\$25